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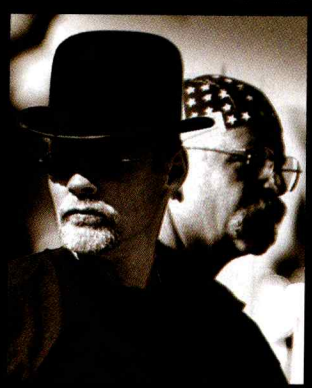

Special thanks to Yamaha owners and STAR members (above, from top left): Kenneth Moen, Ulysses J. Harvey, Tom Tischner, Dave Smith, Arnold Lloyd, Stan Suwarsky, Ed Stutzer & Sherri Dickerhoff. (right): Steve Caudill, Josie Williamson & Michael Desmond.

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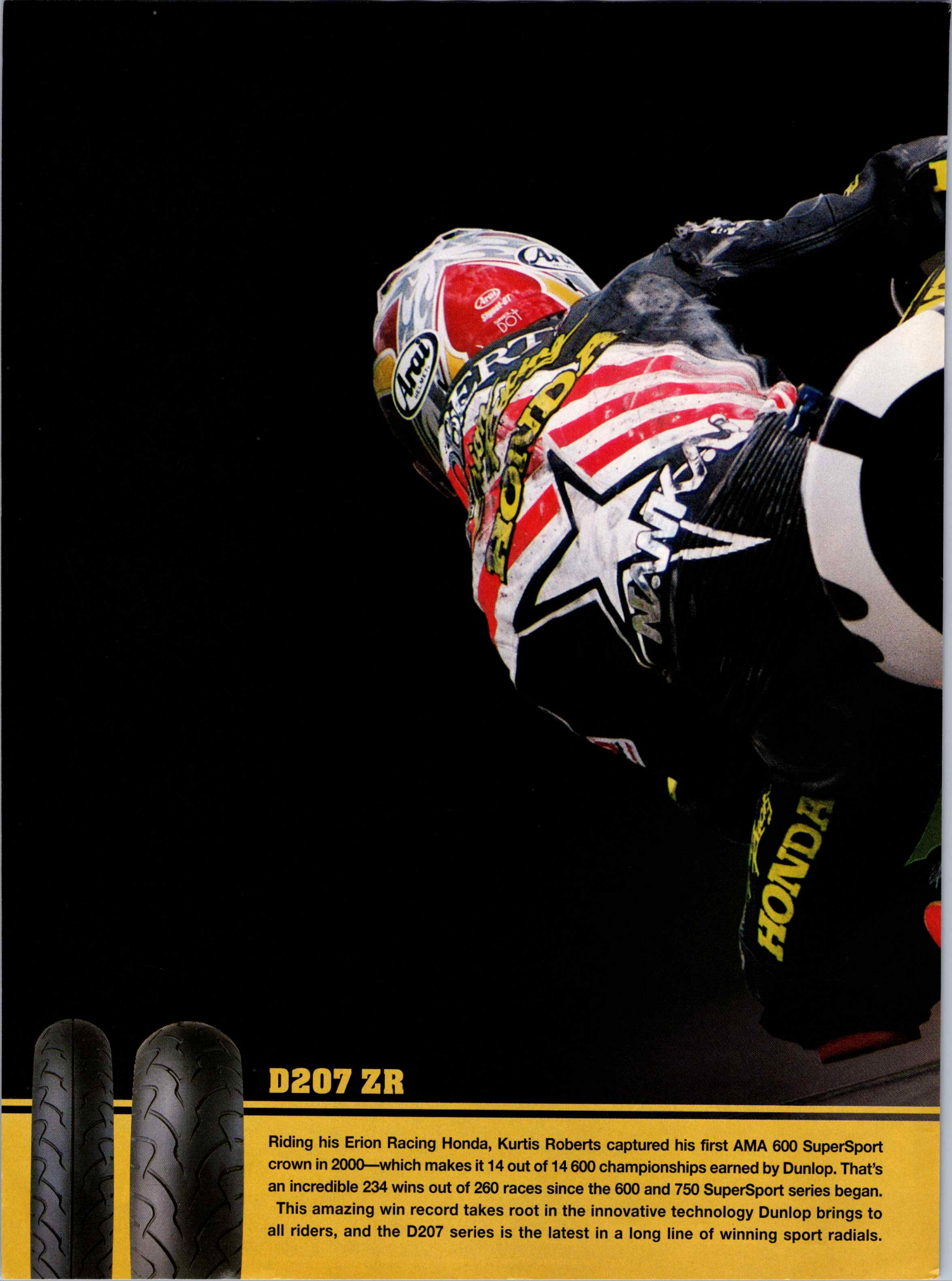

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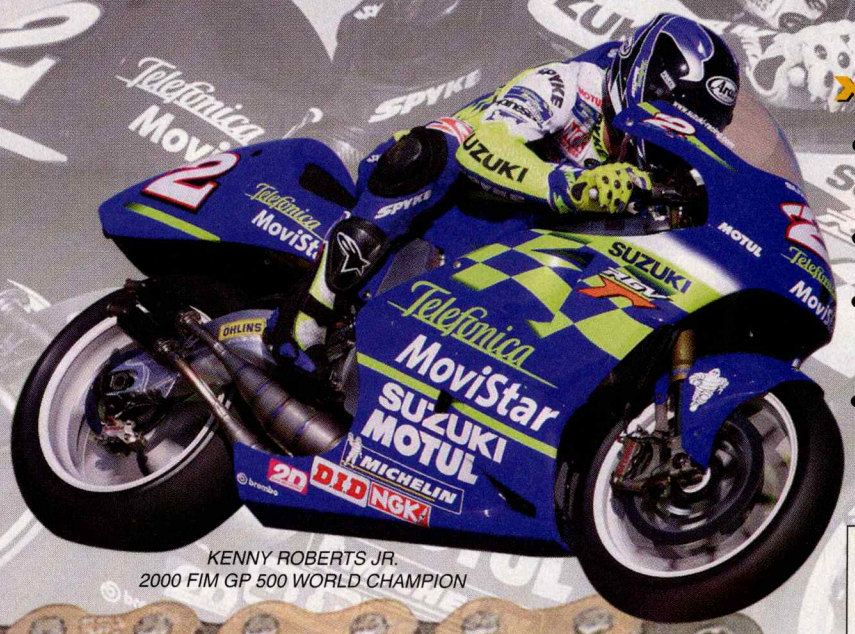

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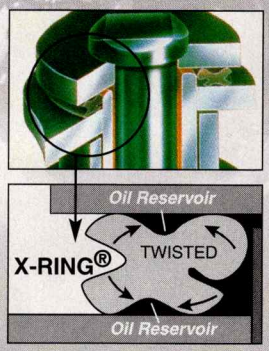

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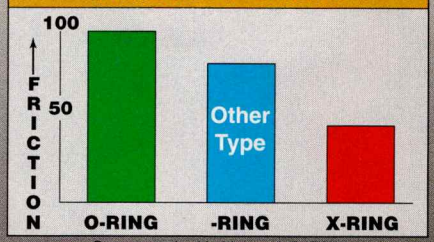

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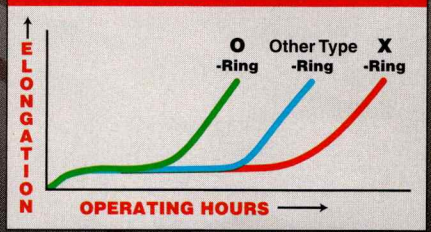

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Actions depicted in *Motorcyclist* are taken under controlled conditions and are posed for by professional riders wearing proper gear and aging editors trying to recapture their former glory. Whippersnappers and other upstarts should not attempt to duplicate them; doing so may be dangerous.

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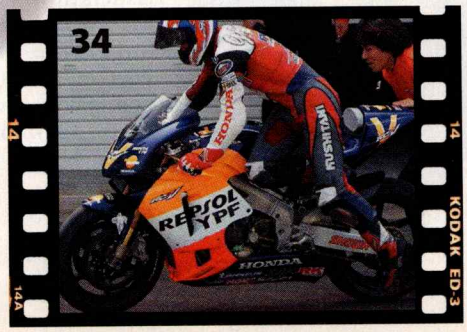


on the cover

Yamaha's fierce YZF-R6 has been on its back wheel (and ahead of the pack) since 1999. Can Suzuki's yellow peril beat it? How about Honda's refocused CBR600F4i? Turn to page 37 to find out which bike earns the victory wheelie. Photo by Kevin Wing.

lean angle

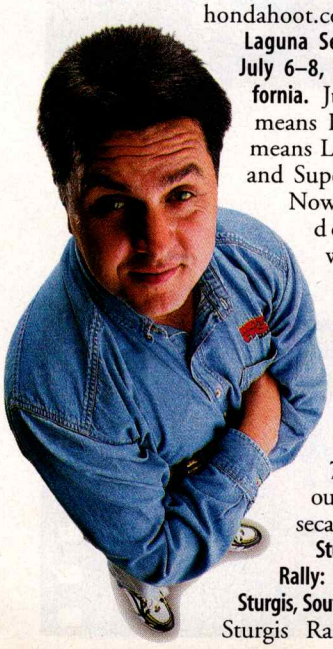
Happenings

WHAT HAD BEEN EXPECTED FOR MONTHS FINALLY came to pass in April: The 2001 Isle of Man TT was being officially canceled due to the foot and mouth epidemic then raging in the United Kingdom (but not yet on the IoM).

I happened to be in England at the time of the announcement, and being only an hour's flight from The Island made the news all the more bitter. What a bummer. Fortunately, the TT organizers are making the best of a bad situation by encouraging folks to come anyway during the fortnight to ride the Mountain Course and party their brains out. Just no stomping around in the fields and bushes!

My TT cancellation angst didn't last long. On my way home, ensconced in an American Airlines 777 business-class seat (easily the best overseas flight I've experienced), I made a list of some of the cooler goings-on for the summer and fall. The list got pretty long (excellent wine? reclining seat?), so here's the short version.

The Hoot: June 20–23, Knoxville, Tennessee. The Hoot's not only a fun event, but a multibrand get-together that caters to motorcyclists and motorcycles of all stripes. The event includes industry-sponsored rides, Ride For Kids events (a *great* charity), custom shows, seminars, good food and great roads. Call (800) 347-1289 for details or go to www.hondahoot.com.



Laguna Seca Superbikes: July 6–8, Monterey, California. Just as March means Daytona, July means Laguna Seca—and Superbike racing! Nowadays, it's a double-dip, with American Motorcyclist Association *and* World Superbike guys in action. Phone (800) 327-7322 or check out www.lagunaseca.com for info.

Sturgis Motorcycle Rally: August 6–12, Sturgis, South Dakota. The Sturgis Rally has mellowed over the years, but if you're in any way into custom bikes, you'll be blown away. Even if you're not, the roads and scenery will thrill you. Call (605) 347-9190 or try www.sturgismotorcyclerally.com for the Sturgis scoop.

Milan Show: September 19–23, Milan, Italy. See all the new-for-2002 bikes on display—and enjoy the best pasta carbonara and cappuccino anywhere. *Ciao*! For event information call 011 39 02 6698 1818 or check out www.eicma.com.

Ducati Revs America: October 26–28, Las Vegas, Nevada. Think World Ducati Weekend, American-style. Hosted by Ducati North America and open to owners of all makes, DRA features track time at Las Vegas Speedway, demo rides, tech workshops, stunt-riding exhibitions, live music and even some Superbike heroes. Visit www.ducatiusa.com for details.

Sportbike Fantasy Camp 2001: November 8–10, Monterey, California. Like the exclusive major-league baseball camps from which it takes its name, Sportbike Fantasy Camp aims to provide its guests with the ultimate sportbike/racetrack experience. Here's the deal: For three days, attendees will experience Laguna Seca's world-famous circuit, ride and rub shoulders with racing heroes Nicky Hayden and Kurtis Roberts (among others), receive on-track instruction from World Champion Freddie Spencer, and basically be treated like royalty—top-shelf accommodations, meals, entertainment, gifts and more. American Honda is the primary sponsor, and motorcycles (CBR600F4is) are provided. This one sounds almost too good to be true. I'll be there to cover it, and we'll feature the camp in an episode of our *Motorcyclist On Speedvision* TV show. Phone (253) 446-1530 for details, or click on www.sportbikefantasycamp.com. Nothing like closing out the year in style, eh?

Until then, ride well.

Mitch Boehm, Editor in Chief

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Florence
(859) 371-1212

Cycle World Kawasaki Pulaski
Baltimore
(800) 675-7204

Pete's Cycle
Bel Air
(410) 838-8021

Free State Kawasaki
Capitol Heights
(301) 808-9500

Ellicott City Kawasaki
Ellicott City
(410) 203-2119

JT Motorsports Kawasaki
Frederick
(301) 846-4318

Sundance Kawasaki
Fruitland
(410) 749-0111

Criswell Power Sports Kawasaki
Gaithersburg
(301) 212-4535

Twigg Cycles
Hagerstown
(301) 739-2773

Heyser Cycle Sales
Laurel
(410) 792-7200

Pete's Cycle Company
Severna Park
(410) 647-5880

Cycles USA
Silver Spring
(301) 460-1600

Atlantic Kawasaki
White Plains
(301) 870-7173

MASSACHUSETTS

Commonwealth Cycles
Arlington
(781) 648-1300

Higgins Powersports Kawasaki
Barre
(978) 355-6343

Cape Cod Powersports Kawasaki
Hyannis
(508) 771-5900

Sky Cycle
Lunenburg
(978) 345-7360

Route 3A Kawasaki
North Chelmsford
(978) 251-1751

Trailblazer Kawasaki
North Reading
(978) 664-5461

Valley Motorsports
Northampton
(413) 584-7303

Al's Cycle Shop
Palmer
(413) 283-8233

Ronnie's Cycle Sales of Pittsfield
Pittsfield
(413) 443-0638

South Shore Kawasaki
Quincy
(617) 847-0001

Pawtucket Kawasaki
Rehoboth
(508) 336-7516

G & G Cycles
Salisbury
(978) 462-7900

Performance Cycles
Shrewsbury
(508) 842-1068

Riverside Kawasaki
Somerville
(617) 628-6400

Baer's Cycle Sales
Springfield
(413) 783-2520

MICHIGAN

Off Road Outlet Kawasaki
Bad Axe
(517) 269-7979

Peacock Ltd. of Baldwin
Baldwin
(231) 745-4606

K & W Cycle Kawasaki
Utica
(810) 731-0290

MINNESOTA

Northstar Kawasaki
Albert Lea
(507) 373-9000

Lakeland Kawasaki
Bemidji
(218) 759-6977

Cities Edge Kawasaki
Chaska
(952) 368-3323

Carlson Brothers Kawasaki
Chisago City
(651) 257-4188

Delano Sport Center
Delano
(763) 972-2677

Duluth Kawasaki
Duluth
(218) 628-3718

Hopkins Hitching Post Kawasaki
Hopkins
(952) 933-9649

Northstar Kawasaki
Isanti
(763) 444-7899

Jackson Cycle
Jackson
(507) 847-3939

Leo's Kawasaki Sales South
Lakeville
(952) 435-5371

Hitching Post Kawasaki
Minneapolis
(612) 788-7600

Mahowald's Sports Kawasaki
New Prague
(952) 758-4488

Anoka Ramsey Sports Center Kawasaki
Ramsey
(763) 427-2498

Cycle City
Rochester
(507) 288-1084

Bristow's Kawasaki & Sport Center
St. Cloud
(320) 253-7878

Gardy's Kawasaki Sports Center
Stillwater
(651) 439-2689

MISSISSIPPI

Southern Sports Center Kawasaki
Florence
(601) 936-5700

Coast Cycles
Gulfport
(228) 863-2267

Hattiesburg Kawasaki
Hattiesburg
(601) 582-8611

Alfords Sport Center
McComb
(601) 684-4435

Taylor & Sons Kawasaki
Meridian
(601) 483-0714

Got Gear Kawasaki
Ridgeland
(601) 206-8880

Tupelo Kawasaki
Tupelo
(662) 841-8800

MISSOURI

Shrout Kawasaki
Blue Springs
(816) 229-0400

Havens Kawasaki
Bolivar
(417) 326-4040

S & S Kawasaki
Crystal City
(636) 937-9155

Midwest Kawasaki
Ferguson
(314) 524-3141

Depot Kawasaki
Rye
(603) 964-7474

Zoom City Kawasaki
Swanzey
(603) 357-2310

Windham Kawasaki
Windham
(603) 898-4466

NEW JERSEY

Motorcycle Mall
Belleville
(973) 751-7727

Cycle World Kawasaki
Cherry Hill
(856) 795-7001

Big Red Kawasaki
Eatontown
(732) 542-7800

Kawasaki of Greenbrook
Greenbrook
(732) 356-1193

Town & Country Cycle Center
Hamburg
(973) 875-2111

Ledgewood Kawasaki
Ledgewood
(973) 584-6488

Woodbridge Kawasaki
Linden
(908) 523-0244

Bergen Kawasaki
Lodi
(201) 641-0100

Michael Andretti Kawasaki
Phillipsburg
(908) 454-9700

Kawasaki Sport Center
Pompton Plains
(973) 831-1930

Kawasaki of Ramsey
Ramsey
(201) 825-3333

Toms River Jet Ski
Toms River
(732) 929-8168

East Coast Kawasaki
Trenton
(609) 883-3169

Mt. Holly Kawasaki
Vincentown
(609) 859-0333

Woodbury Kawasaki
Woodbury Heights
(856) 848-5414

NEW MEXICO

Southwest Kawasaki
Alamogordo
(505) 434-0454

Kawasaki of Albuquerque
Albuquerque
(505) 884-9000

R & S Kawasaki
Albuquerque
(505) 292-6692

Clovis Cycle & RV
Clovis
(505) 762-1781

Las Cruces Motorsports Kawasaki
Las Cruces
(505) 524-3626

Hester's Kawasaki
Raton
(505) 445-3558

Outdoor Sport Kawasaki
Roswell
(505) 624-0151

NEW YORK

Phibb's Kawasaki
Albany
(518) 459-7231

Kawasaki Cycle & Marine
Bay Shore
(631) 321-8001

Conklin Cycle Center
Binghamton
(607) 724-1411

All Star Kawasaki
Bronx
(718) 828-8599

Klinger's Kawasaki
Walton
(607) 865-6326

Paulding Cycle Store
White Plains
(914) 949-1993

NORTH CAROLINA

Bearfoot Kawasaki Center
Albemarle
(704) 983-1125

Kawasaki of Asheboro
Asheboro
(336) 633-3977

Mr. Kawasaki
Asheville
(828) 277-8600

Kawasaki of Durham
Durham
(919) 688-7999

Team Powersports Kawasaki
Fayetteville
(910) 864-1101

Kawasaki of Gastonia
Gastonia
(704) 867-1273

Ron Ayers Motorsports Kawasaki
Greenville
(252) 758-3084

Smith Power Equipment & Kawasaki
Hayesville
(828) 389-6009

Brewer Kawasaki
Henderson
(252) 492-8553

Dal-Kawa Cycle Sales
Hendersonville
(828) 692-7519

Kawasaki of Hickory
Hickory
(828) 328-6303

Lejeune Motor Company
Jacksonville
(910) 455-1551

Kinston Kawasaki
Kinston
(252) 523-9300

Matthews Kawasaki Fun Machines
Matthews
(704) 847-8454

Blackbeard's Kawasaki
Nebo
(828) 652-2628

Triangle Kawasaki
Raleigh
(919) 833-3050

Kawasaki of Roanoke Rapids
Roanoke Rapids
(252) 537-5985

Kawasaki of Rocky Mount
Rocky Mount
(252) 407-8377

Fox's Kawasaki
Roxboro
(336) 599-3787

Piedmont Kawasaki
Salisbury
(704) 637-1680

Kawasaki of Statesville
Statesville
(704) 924-9500

Lee's Kawasaki
Thomasville
(336) 889-4667

Waynesville Kawasaki
Waynesville
(828) 452-5831

Britt's Kawasaki
Wilmington
(910) 791-8321

Forsyth Kawasaki
Winston-Salem
(336) 767-2020

NORTH DAKOTA

Wheels
Fargo
(701) 235-6459

Fun Factory Kawasaki
Grand Fork
(701) 746-4997

OKLAHOMA

Altus Kawasaki
Altus
(580) 477-1500

Ardmore Kawasaki
Ardmore
(580) 226-7299

Shep's Kawasaki
Bartlesville
(918) 333-4341

Dick Lane's Kawasaki
Broken Arrow
(918) 251-2553

Southwest Kawasaki
Lawton
(580) 357-9929

Bower Equipment
Muskogee
(918) 687-1343

Ajax Kawasaki
Oklahoma City
(405) 632-3370

House of Kawasaki
Oklahoma City
(405) 787-7901

Wheelsport Kawasaki
Ponca City
(580) 765-6860

Action Kawasaki
Shawnee
(405) 273-7400

Farr's Kawasaki
Tulsa
(918) 838-8001

OREGON

Cycle Sports Kawasaki
Eugene
(541) 607-9000

Kawasaki of Medford
Medford
(541) 772-5550

Far West Cycle
North Bend
(541) 756-2322

Ady Kawasaki
Ontario
(541) 889-7272

Action Motor Sports Kawasaki
Oregon City
(503) 657-4654

Portland Kawasaki
Portland
(503) 255-5787

Cycle Sports Kawasaki
Salem
(503) 390-9000

Taylor Kawasaki
Woodburn
(503) 981-1813

PENNSYLVANIA

Bucks County Kawasaki
Bristol
(215) 547-5444

Davis Cycle Sales
Butler
(724) 282-8212

Bentley Kawasaki
Canonsburg
(724) 746-7100

Cumberland Kawasaki
Carlisle
(717) 245-0353

Northgate Kawasaki
Cranberry Township
(724) 776-4283

Keystone Kawasaki
Duncansville
(814) 696-4252

Blackman's Kawasaki
Emmaus
(610) 965-9865

Cycle City of Erie
Erie
(814) 898-3524

Roxy's Kawasaki
Fayetteville
(717) 352-8270

Harry's Sales & Service
Frackville
(570) 874-1522

Two Jack's Kawasaki
Wilkes Barre
(570) 824-2453

RHODE ISLAND

Razee Kawasaki Cycle Center
North Kingstown
(401) 295-8837

MTR Racing Kawasaki
Woonsocket
(401) 765-2227

SOUTH CAROLINA

Aiken Motorcycle Sales & Service
Aiken
(803) 649-2872

Capitol Kawasaki
Columbia
(803) 750-7050

Columbia Kawasaki
Columbia
(803) 786-1160

Kawasaki of Florence
Florence
(843) 665-8486

Luke's Kawasaki
Moncks Corner
(843) 761-7107

Luke's Kawasaki
North Charleston
(843) 572-4541

Kawasaki of Orangeburg
Orangeburg
(803) 534-7022

Hager Motorsports Kawasaki
Rock Hill
(803) 324-8800

Luke's Kawasaki
Summerville
(843) 871-5371

Ray's Kawasaki
Sumter
(803) 469-2573

SOUTH DAKOTA

Interlakes Sport Center
Madison
(605) 256-3556

Black Hills Kawasaki
Rapid City
(605) 342-5500

Elliott Sports Center
Sioux Falls
(605) 361-7433

Scott Powersports Kawasaki
Yankton
(605) 664-1000

TENNESSEE

Browder Kawasaki
Atoka
(901) 837-7774

Jeff Jenkins Kawasaki
Bolivar
(901) 658-3404

White's Cycle Kawasaki
Chattanooga
(423) 499-6000

Mid-South Motoplex Kawasaki
Clarksville
(931) 552-2205

Griffith's Kawasaki
Cleveland
(423) 472-0414

Kawasaki of Columbia
Columbia
(931) 380-0555

Lansford Kawasaki Sales
Crossville
(931) 484-1617

Franklin Powersports Kawasaki
Franklin
(615) 794-3302

Peery's Kawasaki
Hohenwald
(931) 2298

Kawasaki of Johnson City
Johnson City
(423) 926-5361

Kingsport Kawasaki
Kingsport
(423) 247-3847

Grapevine Kawasaki
Grapevine
(817) 481-2500

Kawasaki of Greenville
Greenville
(903) 454-4440

Impact Kawasaki
Harker Heights
(254) 690-7772

Danner's Cycle Sales
Harlingen
(956) 425-1601

Highlands Kawasaki
Highlands
(281) 426-4216

A.J. Foyt Kawasaki
Houston
(281) 445-4227

Houston Kawasaki
Houston
(713) 783-3844

Kawasaki City
Irving
(972) 438-9425

Wild West Kawasaki
Katy
(281) 392-8850

Kawasaki City of Dallas
Lancaster
(972) 228-3772

Z-Team Kawasaki
Longview
(903) 238-9977

Kawasaki Good Times
Lubbock
(806) 784-0303

Kawasaki of Marble Falls
Marble Falls
(830) 693-5044

McAllen Motor Sports Kawasaki
McAllen
(956) 686-1565

Kawasaki of Midland
Midland
(915) 697-7672

Golden Kawasaki
Odessa
(915) 332-1288

Orange Kawasaki
Orange
(409) 670-1313

Paris Kawasaki
Paris
(903) 785-7300

Texas Kawasaki
Pasadena
(713) 472-3694

Plano Kawasaki
Plano
(972) 422-4111

Alamo Cycle-Plex Kawasaki
San Antonio
(210) 696-2000

Sherman Power Sports Kawasaki
Sherman
(903) 868-3030

Texas City Kawasaki
Texas City
(409) 948-4969

Extreme Motor Sports Kawasaki
Tomball
(281) 351-2220

Good Times Cycle
Tyler
(903) 595-3409

Kawasaki of Universal City
Universal City
(210) 659-6257

Dales Kawasaki
Victoria
(361) 578-5288

Barger's Allsports Kawasaki
Waco
(254) 662-1717

Clear Lake Kawasaki
Webster
(281) 486-4604

Eddie Hill's Kawasaki
Wichita Falls
(940) 322-4121

Valley Kawasaki
Winchester
(540) 667-1893

Motorcycle Factory Kawasaki
Woodbridge
(703) 583-9600

WASHINGTON

Bellevue Kawasaki
Bellevue
(425) 641-5040

Steve Baker Kawasaki
Bellingham
(360) 398-7807

Cliff's Cycle Center
Bremerton
(360) 377-5568

Enumclaw Kawasaki
Enumclaw
(360) 825-4502

Shumate Kawasaki
Kennewick
(509) 735-9775

Kent Kawasaki
Kent
(253) 852-8670

Paulson's Kawasaki
Lacey
(360) 456-8444

Longview Kawasaki
Longview
(360) 636-1220

Lynnwood Kawasaki
Lynnwood
(425) 774-3538

Port Angeles Kawasaki
Port Angeles
(360) 452-4309

RMC Kawasaki
Renton
(425) 226-4320

Lake City Kawasaki
Seattle
(206) 364-1372

Westside Kawasaki
Spokane
(509) 747-1862

Tracks-Waves-Wheels Kawasaki
Union Gap
(509) 248-8073

Pro-Caliber Kawasaki
Vancouver
(360) 750-0007

Wenatchee Cycle Center
Wenatchee
(509) 662-3434

WEST VIRGINIA

Kawasaki of Berkeley Springs
Berkeley Springs
(304) 258-1449

Leeson's Import Motors
Bridgeport
(304) 842-5469

King's Kawasaki
Fairlea
(304) 645-4336

East End Cycle Sales
Huntington
(304) 529-3619

Kawasaki of Hurricane
Hurricane
(304) 562-0500

Keefer's Kawasaki of Logan
Logan
(304) 752-2245

Kawasaki of Parkersburg
Parkersburg
(304) 428-7102

All-Pro Motorsports Kawasaki
Weirton
(304) 797-1500

WISCONSIN

Kawasaki of Antigo
Antigo
(715) 623-2378

Don & Roy's Kawasaki Cycle Shop
Brookfield
(262) 786-3220

ARKANSAS

Kawasaki of Fayetteville
Fayetteville
(501) 521-7133

Wheeler Kawasaki
Fort Smith
(501) 783-5822

Jacksonville Motorcycle Sales
Jacksonville
(501) 982-7504

Kawasaki Sports Center
Little Rock
(501) 562-9448

Milam's Kawasaki
Pine Bluff
(870) 534-3163

Rainbow Kawasaki
Rogers
(501) 636-1351

Kawasaki Discount Cycle
Siloam Springs
(501) 524-6584

Wynne Kawasaki
Wynne
(870) 238-4558

CALIFORNIA

Hahn Motorsports Kawasaki
Anaheim
(714) 563-1700

Gold Country Kawasaki
Auburn
(530) 885-9579

Kawasaki of Bakersfield
Bakersfield
(661) 631-9690

Beaumont Kawasaki
Beaumont
(909) 845-4882

V.I.P. Kawasaki
Buena Park
(714) 521-2420

Burbank Kawasaki
Burbank
(818) 848-6627

Concord Kawasaki
Concord
(925) 689-5770

Corona Kawasaki
Corona
(909) 735-2030

Motorcycles Unlimited Kawasaki
Corte Madera
(415) 924-0327

Champion Kawasaki
Costa Mesa
(949) 642-2311

Mission Kawasaki
Daly City
(650) 992-1234

Quinsey Kawasaki
El Cajon
(619) 442-0678

Imperial Valley Cycle Center
El Centro
(760) 353-2110

North County Kawasaki
Encinitas
(760) 753-6933

Kawasaki Escondido
Escondido
(760) 745-1615

Q & E Cycle
Eureka
(707) 445-3093

John Burr Kawasaki
Fontana
(909) 823-1338

Cycle Center of Fremont
Fremont
(510) 657-7200

Clawson Kawasaki
Fresno
(559) 435-5000

Wilson's Motorcycles
Fresno
(559) 237-0215

Kawasaki of Simi Valley
Simi Valley
(805) 522-6119

Bike World Kawasaki
Sunnyvale
(408) 245-4888

Good Times Kawasaki
Vacaville
(707) 469-7195

Kawasaki Powersports
Vallejo
(707) 644-3756

Hi Desert Kawasaki Cycle Center
Victorville
(760) 241-2028

Diablo Kawasaki
Walnut Creek
(925) 938-8373

Whittier Kawasaki
Whittier
(562) 945-3494

Riverfront Kawasaki
Yuba City
(530) 673-3744

COLORADO

Mark's Outdoor Sports Kawasaki
Alamosa
(719) 589-2774

Cycles of Boulder
Boulder
(303) 442-4772

Xtreme Performance Kawasaki
Castle Rock
(303) 660-5302

Apex Sports
Colorado Springs
(719) 475-2437

Rocky Mountain Kawasaki
Colorado Springs
(719) 591-9700

Z's Motor Sports
Craig
(970) 824-3915

Fay Myers Kawasaki
Denver
(303) 744-6632

Vickery Motorsports
Denver
(303) 755-4387

Fun Center
Durango
(970) 259-1070

Grand Prix Motorsports
Englewood
(303) 761-2471

Sportland Company
Glenwood Springs
(970) 945-5977

Sport Center of Grand Junction
Grand Junction
(970) 243-7148

A Action Motor Sports
Greeley
(970) 352-7669

Davis Tire & Service Center
Montrose
(970) 249-8161

Paradise Kawasaki
Pueblo
(719) 543-0808

Horizon Motors Marine Kawasaki
Sterling
(970) 521-7660

Sun Enterprises
Thornton
(303) 287-7566

CONNECTICUT

Enfield Motor Sports
Enfield
(860) 741-2173

N.E. Cycle Works
Groton
(860) 445-8158

Kawasaki of Ocala
Ocala
(352) 732-8531

Cycle Sport Center
Orlando
(407) 299-9191

Orlando Kawasaki
Orlando
(407) 273-3579

Con's Cycle Center
Palm Bay
(321) 724-6525

Ron's Kawasaki
Panama City
(850) 785-5641

John Kiley's Kawasaki
Pensacola
(850) 478-1775

Pensacola Kawasaki
Pensacola
(850) 456-6655

Kawasaki of Pompano Beach
Pompano Beach
(954) 941-7615

Palm Kawasaki
Port Charlotte
(941) 639-2155

Pasco Kawasaki
Port Richey
(727) 842-6624

Granny's Kawasaki
Sarasota
(941) 351-4330

US 1 Powersports Center Kawasaki
St. Augustine
(904) 797-3479

Kawasaki of St. Petersburg
St. Petersburg
(727) 521-4626

Kawasaki Territory
Stuart
(561) 287-1850

Cycle Shop Kawasaki
Tallahassee
(850) 576-6326

Kawasaki of Tampa
Tampa
(813) 968-7888

Kawasaki of Palm Beach
West Palm Beach
(561) 832-1039

Art's Kawasaki
Zephyrhills
(813) 782-9567

GEORGIA

Kawasaki of Albany
Albany
(912) 432-2025

Augusta Kawasaki
Augusta
(706) 793-1610

Depot Power Center Kawasaki
Blairsville
(706) 745-9671

Kawasaki Sports Center
Bogart
(706) 548-9445

Beasley Kawasaki
Brunswick
(912) 264-2610

Kawasaki of Canton
Canton
(770) 479-3340

Motosports Kawasaki-Conyers
Conyers
(770) 761-9040

Performance Cycle Kawasaki
Dalton
(706) 226-5269

Street And Trail Kawasaki
Evans
(706) 868-5050

Freeport Kawasaki
Freeport
(815) 235-7549

McGinley Kawasaki
Highland
(618) 654-2277

Woodfield Cycle Center Kawasaki
Hoffman Estates
(847) 885-7525

Willy World Kawasaki
Joliet
(815) 727-6166

Nielsen Enterprises
Lake Villa
(847) 356-3000

Action Cycle
Litchfield
(217) 324-6031

Lombard Kawasaki
Lombard
(630) 495-0440

Cycle M
Machesney Park
(815) 633-4585

Mattoon Kawasaki
Mattoon
(217) 258-8616

Watson Motorsport
Midlothian
(708) 385-0700

The Edge Kawasaki
Nashville
(618) 327-9879

Grayboy Kawasaki
Peoria
(309) 685-6282

Gieson Kawasaki
Rock Falls
(815) 626-1751

Brenny's Kawasaki
Silvis
(309) 796-1664

RTD Motorsports Kawasaki
Springfield
(217) 528-5226

B & J Speed Shop Kawasaki
Taylorville
(217) 287-7933

Watseka Kawasaki
Watseka
(815) 432-4352

JMP Cycle Kawasaki
Wood River
(618) 255-6116

INDIANA

Anderson Kawasaki
Anderson
(765) 649-0111

Kawasaki of Bloomington
Bloomington
(812) 339-0199

S & S Kawasaki
Clarksville
(812) 948-1621

Columbus Kawasaki
Columbus
(812) 378-8805

Big 4 Cycle Kawasaki
Evansville
(812) 476-8801

West Side Kawasaki
Evansville
(812) 425-7799

Ehlerding Kawasaki
Ft. Wayne
(219) 749-9686

Xtreme Motor Sports Kawasaki
Hammond
(219) 844-4400

Dreyer Kawasaki
Indianapolis
(317) 243-2203

Indy Cycle N Ski-Kawasaki
Indianapolis
(317) 899-1600

Kawasaki of Indianapolis
Indianapolis
(317) 815-1800

Lee's Kawasaki
Harrodsburg
(859) 734-5150

Duke's Performance Kawasaki
Hopkinsville
(270) 886-2034

Wheels For Fun Kawasaki
Louisville
(502) 968-0163

Hayden's Outdoor Sports
Nicholasville
(859) 887-5679

Kawasaki of Owensboro
Owensboro
(270) 685-1112

Kawasaki of Pikeville
Pikeville
(606) 432-8051

Kawasaki of Richmond
Richmond
(859) 624-9355

LOUISIANA

Loewer Kawasaki
Alexandria
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G.N. Gonzales Kawasaki
Baton Rouge
(225) 387-5328

Alleman Kawasaki
Bossier City
(318) 742-8704

Calmes Kawasaki
Denham Springs
(225) 791-2277

Lightspeed Kawasaki
Gonzales
(225) 647-7888

J & D Kawasaki
Hammond
(504) 429-1617

D & L Kawasaki
Harvey
(504) 227-2272

Cycle World Kawasaki
Houma
(504) 876-6104

Lake Charles Kawasaki
Lake Charles
(337) 436-8449

Elliott Kawasaki
Mandeville
(504) 892-7991

Romero's Kawasaki
New Iberia
(337) 364-2914

Shreveport Motorsport Kawasaki
Shreveport
(318) 688-1433

Riverside Kawasaki
West Monroe
(318) 387-0443

MAINE

Bangor Motor Sports Kawasaki
Bangor
(207) 942-4444

Reynolds Kawasaki
Buxton
(207) 839-5522

Corinna Motors & Sports Kawasaki
Corinna
(207) 278-2886

Friend & Friend Kawasaki
Ellsworth
(207) 667-4688

Manter Kawasaki
Oakland
(207) 465-2513

Tri-Sports Kawasaki
Topsham
(207) 729-3328

MARYLAND

Cycle World Kawasaki
Baltimore
(800) 675-7203

Steven's Kawasaki
Bay City
(517) 667-0880

Anderson Sales & Service
Bloomfield Hills
(248) 858-2300

Great Lakes Kawasaki
Burton
(810) 233-7811

Country Turf & Kawasaki
Caledonia
(616) 891-7200

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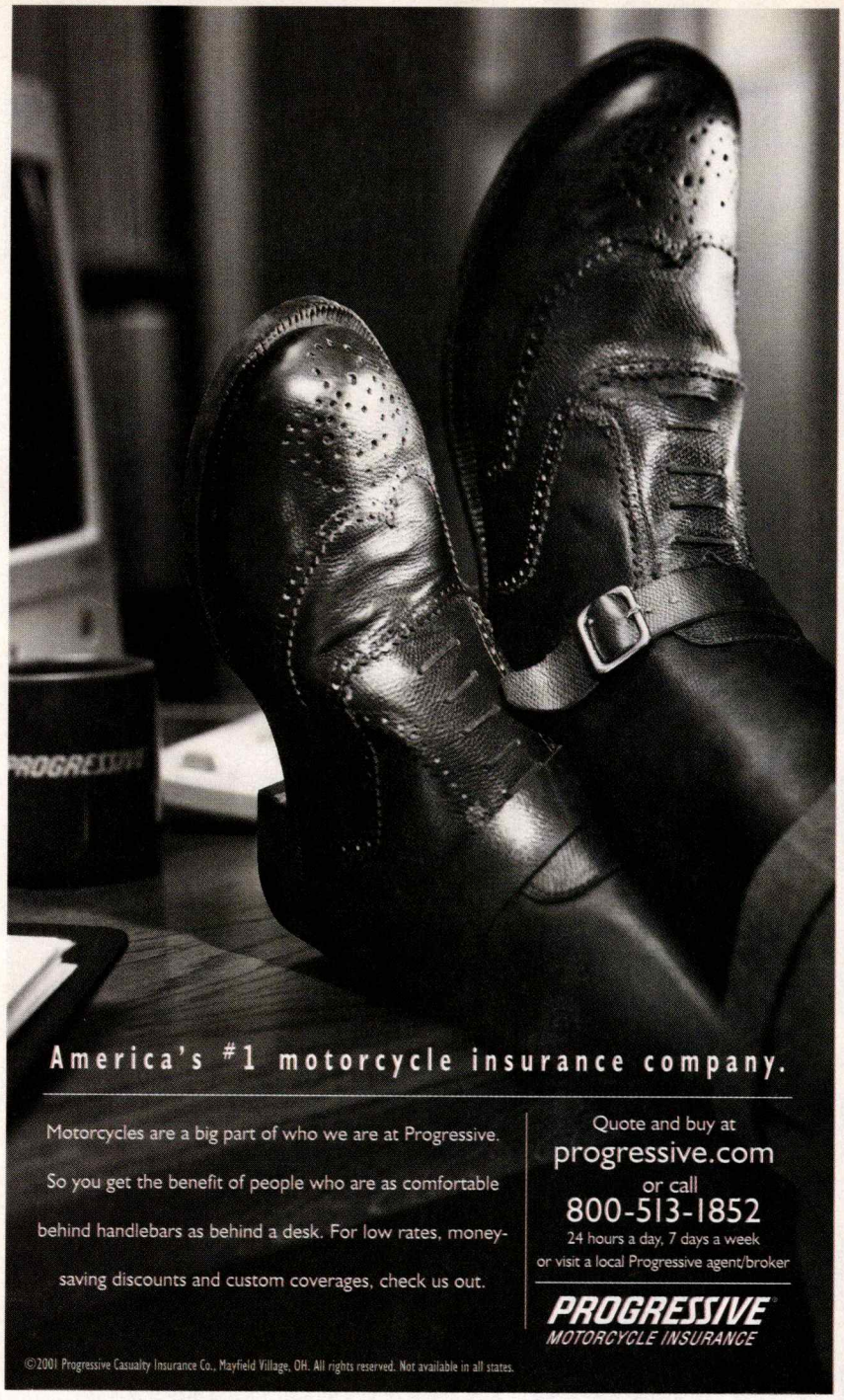
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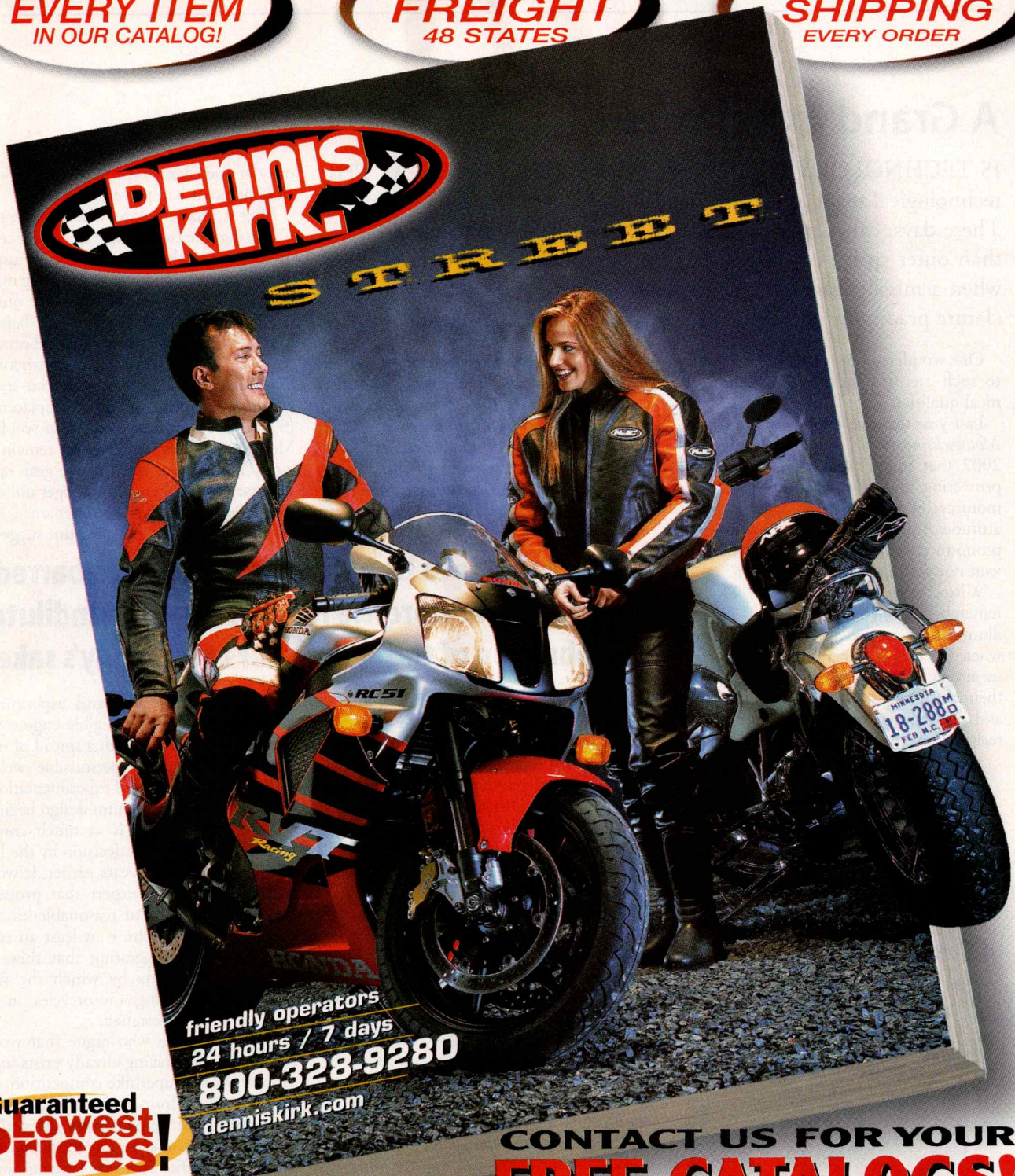

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déjà view

by Patrick Bodden
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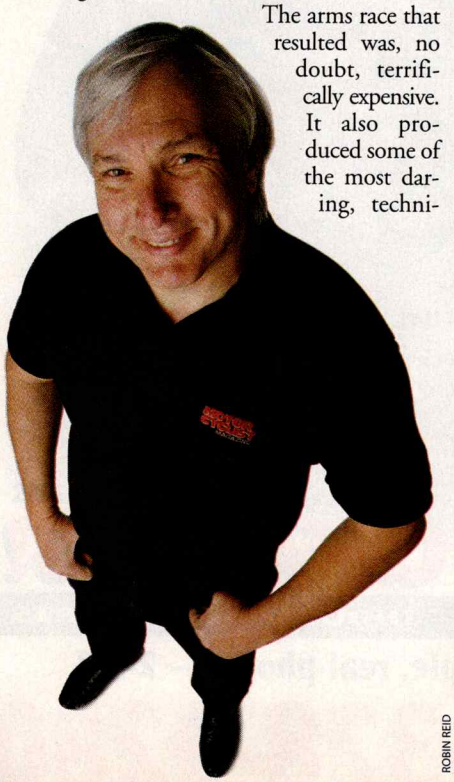
A Grand Experiment

IS TECHNOLOGY DEAD? OR, MORE PRECISELY, HAS THE technological thrill of the Mechanical Age inevitably come to a close? These days, cyberspace appears to capture popular imagination more than outer space; no longer does the entire world become transfixed when a missile leaves the planet, and the space shuttle's very nomenclature practically guarantees we perceive its flights as routine.

One wonders if motorcycling is immune to such eventual indifference to its technical qualities.

Last year the *Federation Internationale de Motocyclisme* (FIM) initiated changes for 2002 that might well prove visionary in protecting the elite class of roadracing motorcycles from such an ignoble public attitude. And yet there are those who would pronounce the FIM's vision as neither relevant nor worth spending money on.

Where were you in the '60s? Do you remember the Grand Prix Wars? These wars illuminated a period in motorcycle history when the Japanese manufacturers appeared seemingly out of nowhere and blindsided their European rivals with such devastating and unrelenting ferocity that they are still reeling from the blow.



ROBIN REID

The arms race that resulted was, no doubt, terrifically expensive. It also produced some of the most daring, technically advanced and diversified racing motorcycles ever. Both two-stroke and four-stroke constructors took turns clawing their way to GP championships in a fierce contest to establish the ultimate roadracing machine. In both camps the strategy for racing victory was the same: sheer horsepower. The recipe for the required horsepower was extremely high rpm, made possible by lots of cylinders and made manageable by lots of gears. Engines poured forth in every imaginable configuration, from Suzuki's water-cooled, 14-speed, 50cc twin to Honda's engineering marvel, the seven-speed, 250cc, 24-valve, 18,000-rpm, 150-mph six-cylinder. Despite the diversity of equipment, opponents were often closely matched. Some races were the stuff of racing legends. Heroic figures emerged.

There needs to be at least one no-holds-barred category in motorcycle roadracing—an undiluted celebration of technology for technology's sake.

Maybe the rate of technological escalation of the period just had to come to an end. Who could sustain it? The very instigators of the arms race were complaining of the fantastic expense as the decade drew to a close. In any case, the FIM decided that enough might well be too much in this case, and at the end of the '60s it decided to impose restrictions that would reverse the technological escalation. In the name of reason and economy, the FIM mandated maximums of one cylinder for 50s, two for 125s, 250s and 350s, and four for 500s; all were limited to six-speed gearboxes. These restrictions were more debilitating to the performance of four-stroke engines. No longer would they be able to counter the two-strokes' more-numerous power strokes with a greater number of cylinders and much-higher engine speed. Many lamented that the FIM had brought a great confrontation—the battle to prove the superiority of one engine type over another—to a close before it had played itself out.

After a quarter century of exclusivity in GP racing, the two-stroke racers have ceased to evolve, and the basic architecture used is virtually identical between competing manufacturers. The FIM has decided it's time to relaunch the Grand Prix battle between four-strokes and two-strokes. Based on what has been learned since its last restructuring of GP rules, it is now giving the four-strokes a fighting chance in terms of displacement (990cc) and cylinders (as many as you like). Most other rules of eligibility remain the same, including a limit of six gear ratios. Because displacement is no longer uniform, the 500 category has been renamed GP1 (not an unappealing title, and one suggestive of a more open-ended and experimental class). The diversity of eligible engine configurations combined with a spread of more than 120 pounds in permissible weights guarantees a great deal of experimentation as the search for the optimum design begins.

Nevertheless, there is as much controversy surrounding this decision by the FIM as the one taken 25 years earlier. It would seem that for each expert that protested the FIM's rationale of reasonableness and economy in '68, there is at least an equal number in '01 suggesting that these are precisely the criteria by which the most advanced roadracing motorcycles in the world should be designed.

There are those who argue that world-class four-stroke racing already exists in the form of World Superbike competition, and that these new four-stroke GP racers will do nothing but detract from an excellent series. This doesn't seem any more plausible than the idea that Formula 1 racing somehow detracts from NASCAR competition. In fact, the automotive racing environment seems free of preconceptions that different engine types and sizes diminish the racing spectacle. Over the years, Formula 1 racing has gone through a number of displacement changes and has allowed turbocharged engines to compete as long as they are about half the displace-

ment of normally aspirated engines.

Perhaps the most limited view of all is one that says economics should be the determining factor in establishing eligibility rules. We must be reasonable, some say. Is it reasonable to think the economics of a top-level Grand Prix team over an entire season are influenced to an alarming degree by how many pieces there are above the base gasket, i.e. the number of cylinders and valves? It doesn't seem likely, with team expenses and top-level riders' salaries for a season accounting for millions of dollars.

From time to time it is vital for us humans to be unreasonable. If everything we create is governed primarily by economics, we will, ironically, be the poorer for it. We will cease to create things that are truly exceptional and emotionally—as well as technically—powerful. Racing is unreasonable in many, if not most, aspects. It is driven as much by passion as it is by economic and practical concerns. Passionate people, whether individually or collectively, are compelled to create, and the rest of us would be missing a lot in life if this compulsion were not occasionally allowed its fullest expression.

There needs to be at least one no-holds-barred category in motorcycle roadracing—an undiluted celebration of technology for technology's sake. Human endeavors such as art and poetry aren't responsive to bottom-line thinking. And even motorcycle racing will be greatly diminished if the art and poetry are bled from it, where the bikes become nothing more than vehicles for advertising and rider heroics, and the technology is finally incidental.

The FIM has set the stage for a grand experiment, the results of which are uncertain—that's what makes it an experiment. They wish the experiment to be as much cultural as it is technological. To not occasionally experiment, particularly in Grand Prix racing, would be the greatest failure imaginable.

Already there are four-stroke racing designs with three, four, five and eight cylinders, along with working prototype engines and complete racing machines. And here, "prototype" is the operative word. In order to engender real technical experimentation and to once again capture the imagination of racebike constructors and enthusiasts alike, the FIM has mandated that these machines be full factory prototypes, not reworked production-derived superbikes.

Personally, I can't wait to see these new bikes and hear their new music. Maybe 22,000 rpm is no longer a thing of the past.

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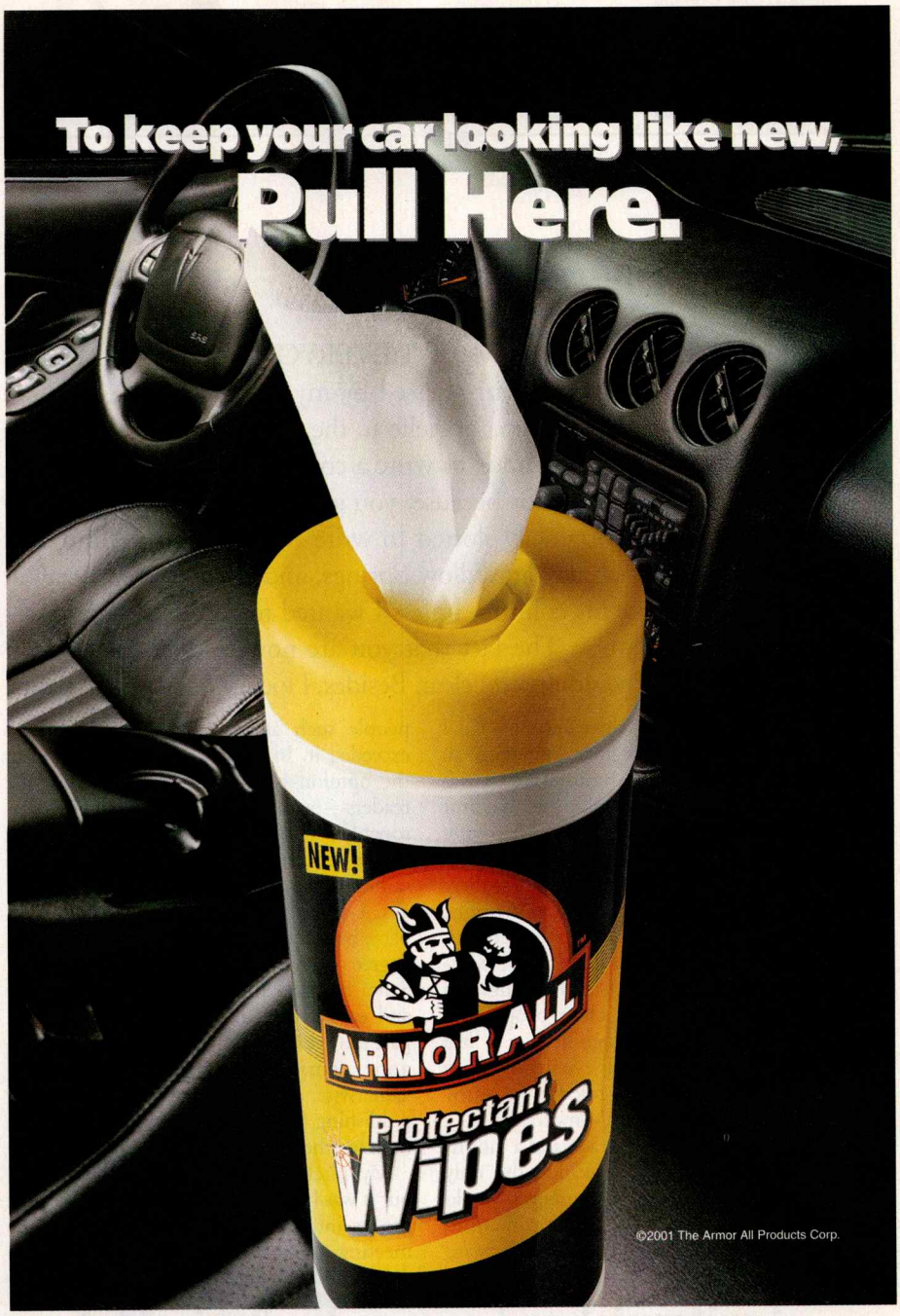

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Swag Boy

My First Month

MY NAME IS JOSH NOREM, BUT EVERYONE HERE CALLS ME "Swag Boy." In case you hadn't guessed by my derogatory title, I'm the new guy at the magazine. Yep, say hello to the staff whipping boy. As the new guy, I've been commanded to write a column that would otherwise be written by another editor because, you guessed it, he was too lazy to write it. Cook was originally slotted to write this month's column, but there was a FastTrack day at Willow Springs, and he suggested I stay at the office and write his column, unless I wanted to come to the track—to be his umbrella boy. The fact that you are now reading my column should make my decision pretty clear. Besides, I look terrible in hot pants.

So who am I? Well, three months ago I was you—that is, a regular guy with an unhealthy obsession for motorcycles. I was living in San Francisco, working as an editor for a computer magazine named *Maximum PC*, which is a hot-rod magazine for computers. Just as there are people out there who insist on stuffing a Hayabusa engine into a GSX-R600 chassis, there are also people who feel the need to tweak their computers until they're powerful enough to launch nuclear warheads. Those people read *Maximum PC*, and though it was a fun magazine to work for, I eventually grew tired of computers and decided to focus my efforts on my true passion—motorcycles.

Because I'm a writer by trade and a motorcycle lover by nature, I decided the only way for me to find true happiness would be to work for a motorcycle magazine. And because I've been a subscriber of *Motorcyclist* ever since I started riding 10 years ago, the decision to apply for a job with this magazine wasn't even a decision really.

Next, I decided to e-mail a pitch to Editor Mitch Boehm telling him why he should hire me. The pitch went something like this: Dear Mitch, You and your staff are jaded and in need of fresh blood. Although you may think you're the average motorcyclist because you ride bikes and have a wife, kids, a mortgage and a Labrador retriever, you and your cohorts are nothing whatsoever like a run-of-the-mill biker. I am an average biker. It's my opinion that you and your staff have been in the business too long, and are therefore unable to relate to the skill level of people such as myself because you've all exceeded it. In doing so, you're leaving out the opinion of a decent percentage of the readers—people like me. Although I'm a reasonably fast rider, I'm not even in the same league as you or Burns, which puts me in the same league as the average sportbike rider. Yes, I can ride a motorcycle at a fairly fast pace, but I can also write. I have a bachelor's degree from the University of California-Santa Barbara, and have worked as a writer and editor for various publications for the past four years, including a motorcycle magazine named *Streetbike/Independent Biker*. Otherwise, I've been involved in enthusiast publishing for the past two years—I am the man for the job. Hire me or else.

My pitch may have seemed combative, but it was honest, and Mitch decided to give me an interview and riding audition. The meeting took place at the infamous Los Angeles biker hangout, the Rock Store. Our exchange was affable, and though I tried to maintain a cool demeanor, I was blown away by the following: First, I was riding the GSX-R1000 three months before it was available. (I was riding it for a freelance assignment that allowed me to be in L.A. to meet Mitch.) Second, it was a warm Sunday morning in *January*. Finally, I was riding with the editor of *Motorcyclist*, and he was paying for my breakfast! After watching me ride and checking out some of my writing, Mitch offered me a job. Needless to say, the celebrity lifestyle of a motojournalist caught me hook, line and sinker, and I accepted Mitch's offer. The next day I quit my job and gave my landlord a 30-day notice; three weeks later I was sitting in an office at the palatial *Motorcyclist* headquarters.

...I quit my job and gave my landlord a 30-day notice; three weeks later I was sitting in an office at the palatial *Motorcyclist* headquarters.

As I write this, I've been in the position for five weeks, and so far, it's pretty damn neat. I won't gloat about the stable of top-shelf test bikes at our disposal or about how fun it is to spend a Monday morning strafing apexes rather than sitting behind a desk, but, suffice to say, this is a dream job. For now I'm compiling the Up to Speed section in the front of the magazine as well as Gear Box, but look for bigger and better things from me in upcoming issues (right Mitch?!). If there's something you'd like to see in either section or if you just want to chat, feel free to send me an e-mail at noremj@emapusa.com. And if you live in Los Angeles, don't be afraid to say "Hi" if you see me riding around in my yellow-and-black Aerostich suit!

Ride swell.

Josh Norem

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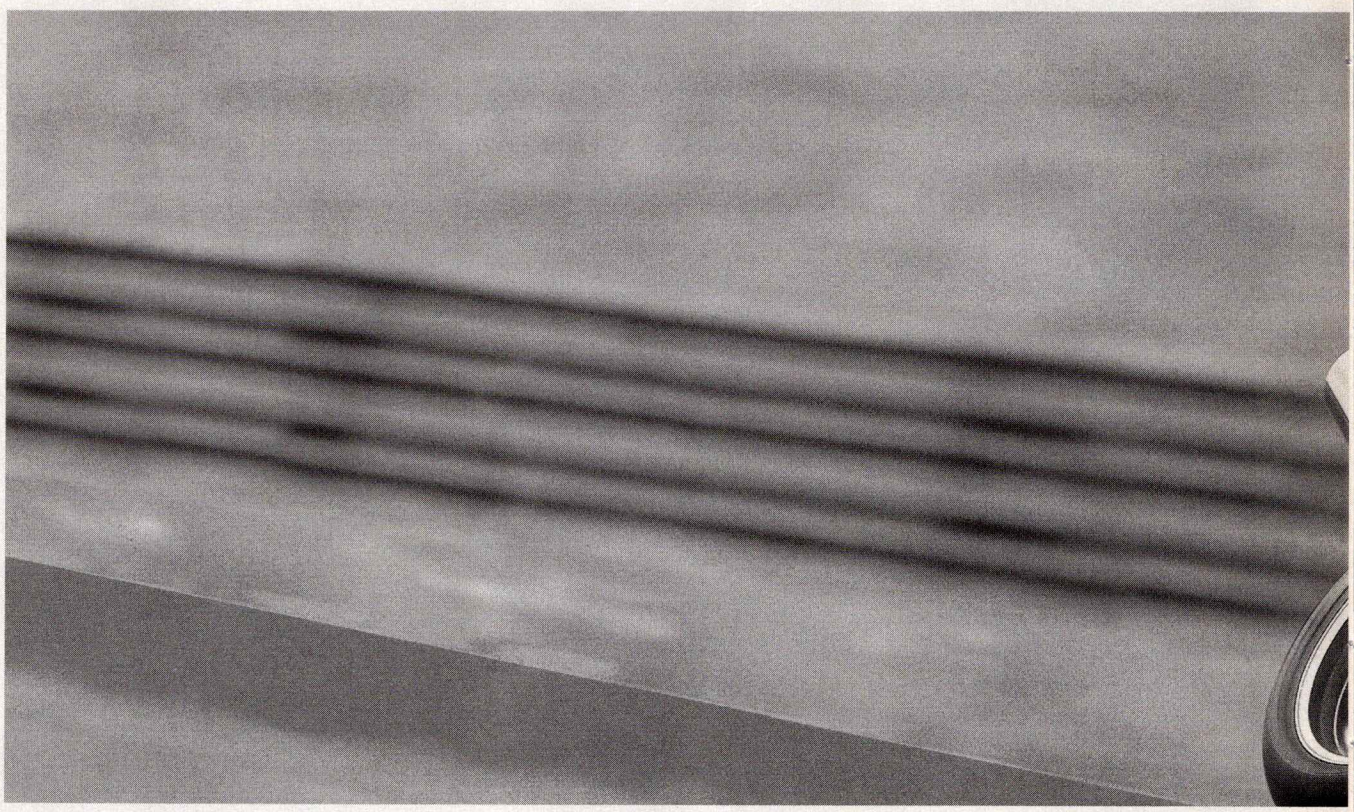

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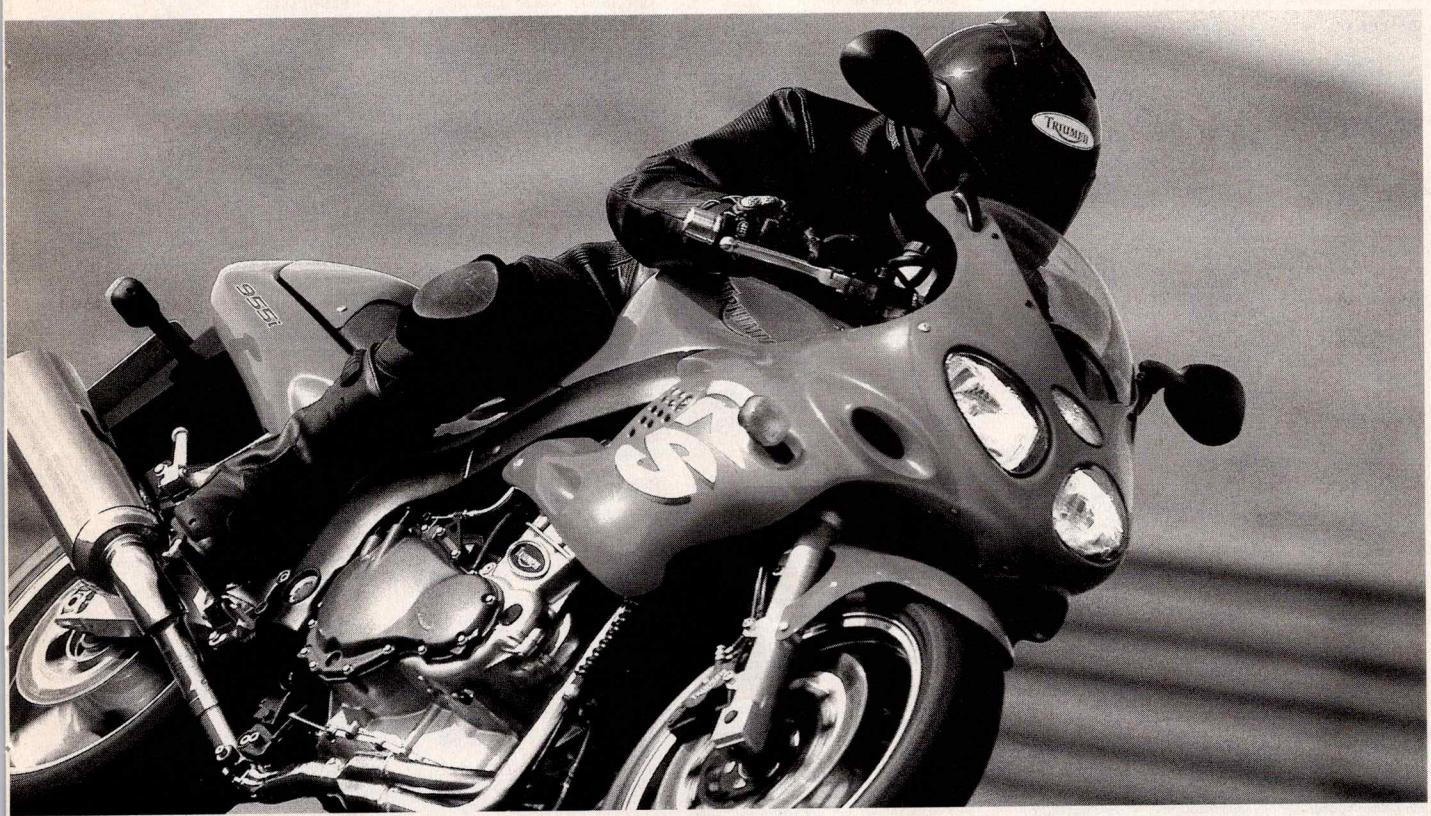

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IT'S SO BIG!

Superb road test on the Honda VTX (June 2001). Once again, your in-depth evaluation, tech and styling sidebars, and gutsy opinions buried the competition.

Matt Stark
Oklahoma City, OK

KEVIN WING

Loved the June cover. "It's so big!" is exactly what my girlfriend said when we rode down to the Honda shop and she saw the VTX.

Tom Hartough
Via e-mail

I guess there can be no such thing as the "perfect" cruiser, but I think the VTX is the closest thing so far. I've seen a couple of these beauties after I was made aware of the plastic pieces, and I still couldn't tell. Maybe it was a bit chintzy on Honda's part for not making them out of metal, but to say the VTX falls short of being described as "stunning" because of the plastic, the front turn-signal wiring, or the seam along the bottom edge of the gas tank is a bit nit-picky. Even with its so-called flaws, the VTX is nothing short of a masterpiece! It gets my vote for Cruiser of the Year—make that Cruiser of the Decade, or Best Cruiser Ever.

Jim Bottger
Cheyenne, WY

Honda always manages to confound me: a 16-inch front wheel on the CBR900RR, linked brakes on the Double-X, etc. The new VTX is impressive, but then Honda puts a ghastly pressed seam on the bottom edge of the tank. It screams cheap!

Cecil Golden
Montgomery, AL

Just got my June 2001 issue and noticed Art Friedman's remark about the "ugly seam" on the bottom of the VTX's fuel tank. That was the first thing I noticed. It's such a handsome bike; why scrimp on building a tank the easy way? Why not build a tank worthy of the rest of the bike? It is my understanding that tanks with visible seams are easier and cheaper to build than tanks without them. Does it cost that much more to make a seamless tank? Is this one of the ways motorcycle companies stay "lean and mean"?

Robert Hawkes
Rochester, NY

More than that, really: It's one of the ways companies sell a lot of bikes, and thereby remain financially healthy enough to continue building them. Honda's target with the VTX was Yamaha's Road Star; it had to not only win the styling and performance war relative to the Yamaha, but also compete on the price front. The investment required to build the VTX was massive, so to keep the retail price competitive (at least early on), Honda resorted to lots of little "cost-down" measures, such as the seamed tank and plastic headlight nacelle. These measures are common in motorcycle production today (and in nearly all manufacturing venues, by the way). Look for Honda to address some of the detail items in future iterations of the VTX.—Ed.

BITTER, LITTLE

Great magazine. Lousy commitment to fairness. I have no quarrel with pointing out any shortcomings of the Buell motorcycle. Done properly, critical reviews can lead to better motorcycles. Bum-rapping is another matter. And it seems to me that *Motorcyclist* has targeted Buell for no obvious reason. Legions of motomags have exposed the Buell's weaknesses (early build quality, price, resale value, dealer support) while also documenting its strengths (streetable performance, superb handling, improved build quality, ease of maintenance, style). Many newspaper and magazine editors display editorial bias of one kind or another. That's human nature. But knocking someone or something just to display apparent toughness is unfair and prejudicial. I am a regular *Motorcyclist* reader who will suspend my newsstand purchases until I notice a balanced approach to *all* bike reviews.

Ted Marshall
Wilmette, IL

The June 2001 issue arrived just minutes ago, and being left-handed, I started flipping pages from the back and there he was…J. Prurient Burns staring up at me. I think the first article I read by Burns was of him riding a Gold Wing during an Iron Butt many years back. Since then, I've been hooked by his cynicism, sarcasm and general irreverence (take your political correctness and shove it up…uhhh never mind). I admire these qualities in a writer. I've often been accused of the same traits, but I usually explain it as a fault of "being too honest." Then I read Boehm's explanation of why Burns is there, and the other changes this month. All I can say is keep up the great work; I'm in for another three years.

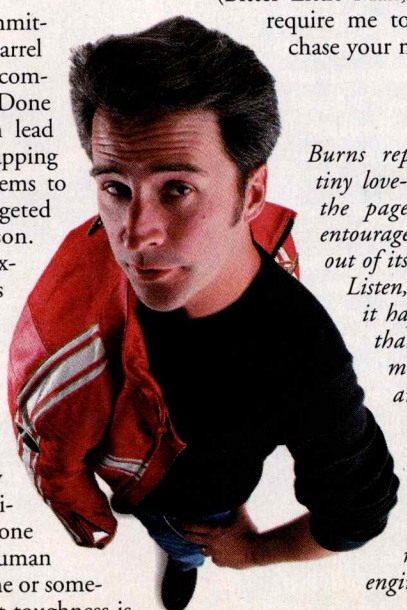
Jon Ruthenbeck
San Angelo, TX

I am a loyal subscriber, but if I wasn't, I would plunk down the price of admission for Burns's Bitter Little Man column alone. It's a wonderful slice of an interesting mind. Kudos.

D. Covone
Via e-mail

Your continued bias toward the Buell line (Bitter Little Man, June 2001) will require me to no longer purchase your magazine.

Dale Thoma
Via e-mail



Burns replies: Dang, one tiny love-tap at the end of the page and the Buell entourage falls completely out of its lawn chair. Listen, I love Buells, but it happens to be a fact that they're not the most reliable bikes around. Balanced approach? You're probably right. Like, we should write about it the next time a Japanese bike blows its engine or the exhaust

continued on page 96

Up to Speed

compiled by Josh Norem

JAPAN: Don Helle EUROPE: Alan Cathcart and Roland Brown

MV Agusta Brutale

FIRST RIDE

Birthday-suit brawler

PHOTOS BY KYOICHI NAKAMURA

MASSIMO TAMBURINI, THE WORLD'S most highly acclaimed motorcycle designer, has done it again. After relaunching the historic MV Agusta marque with the stunning F4 three years ago, the Italian *maestro* of motorcycle art has followed up his acclaimed design of the Ducati 916 of 1994 with something from the opposite end of the biking spectrum—the MV Agusta Brutale.

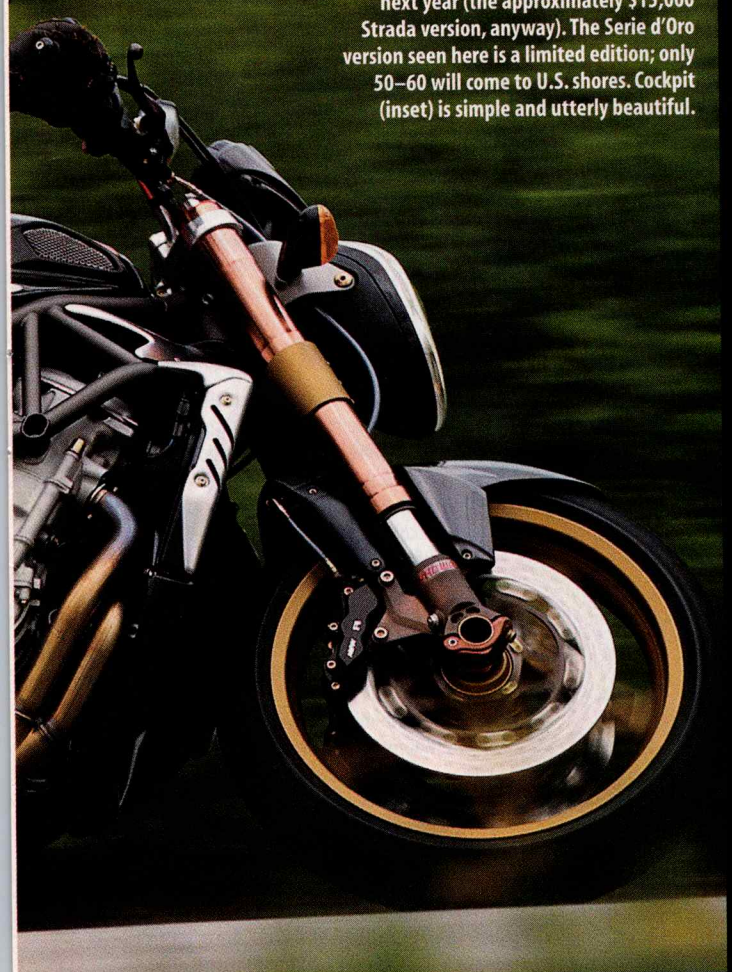
Based on the chassis and cycle parts of the F4 and using a slightly modified version of the same twin camshaft, radial-valve, four-cylinder MV mill, the mean-looking Brutale is poised to take naked-bike design into a new direction by managing to combine muscular aggression and good looks in the same way as a Dodge Viper or Pitts Special stunt plane—and for less money than either.

Swing a leg over the exquisite seat and you have a hard time believing this is a 125-horsepower inline 750cc four. The bike feels extremely short and toylike in stature, even though the wheelbase is identical to the F4's. The slightly raised one-piece taper-section handlebar pulls back just enough to deliver a riding stance that's both comfortable and sporty.

Punch the electric starter and the Weber-Marelli fuel-injection system urges the engine to life, barking through stacked dual exhausts that sound as good as they look. Power

flows like Italian Chianti from the 750 four, and in a similarly intoxicating fashion. The Brutale's only real drawback is the fact that Tamburini doesn't like mirrors on his bikes, and has left them off this one altogether. Production versions will have them, though, as well as a 50mm Marzocchi inverted fork with gold titanium-nitride treatment (rather than the 49mm Showas purloined off the F4, which the test bike was fitted with). These and the Sachs rear shock seemed very stiff on stock settings, and there probably was too much rebound damping at the rear, if I'd bothered to stop to check. Thankfully, the suspension is fully adjustable, so you can dial in the Brutale to suit

Sir Alan shreds Italian countryside aboard MV Agusta's all-new F4-based Brutale. It's fast, it's exotic, it's gorgeous—and it's coming to America, though not until early next year (the approximately $15,000 Strada version, anyway). The Serie d'Oro version seen here is a limited edition; only 50–60 will come to U.S. shores. Cockpit (inset) is simple and utterly beautiful.



your own riding style. The 394-pound (claimed, dry) Brutale's six-piston Nissin brake package with 310mm front discs is benchmark stuff—certainly some of the best street brakes on the market today.

You needed around $30,000 to be on the waiting list for one of the 300 individually numbered Brutales built to Serie d'Oro spec, which means gold-colored magnesium everything (or, what's not made from carbon fiber). In September, production will commence on the more humble Strada version, which should arrive in dealerships in spring '02 and cost roughly half of the Oro's price. To get on the waiting list, call your loan shark, then visit www.cagivausa.com to locate your local MV Agusta dealer.

—Alan Cathcart

PHOTOS BY KYOICHI NAKAMURA

Aprilia ETV1000 Caponord

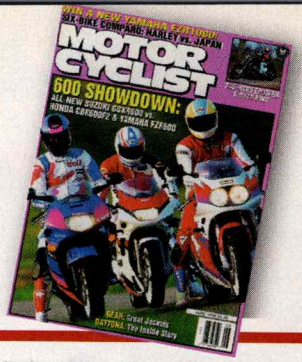
Crashing the big-trailie party

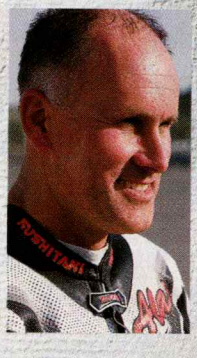
APRILIA'S NEW CAPONORD SHOWS EVERY SIGN OF HAVING BEEN DESIGNED by someone who actually rides a motorcycle and appreciates combining a rational seat height with adequate ground clearance. Aprilia's 60-degree V-twin engine provides stomp, while the superb riding position and wide-spread handlebars let you romp around like you're on a big, comfortable dirt bike. Oh wait, you are! Cruising down the *autostrada* at ton-up speeds it feels stable and planted, yet get to the twisty stuff and it's debatable that a more potent RSV Mille will be a much quicker ride along a winding country road. Twin 300mm front discs are gripped by a pair of two-piston calipers that are inadequate for highway use. Even riding solo, you'll have to use the largish rear brake quite hard to obtain meaningful stopping power. The Caponord deserves better brakes, period.

FIRST RIDE

The silky response of the Sagem EFI allows you to meander along in traffic at 40 mph in top gear at a scant 2200 rpm. The Caponord has what amounts to a 7000-rpm-wide powerband, so when the road is clear you don't need to change gears if you're not in a hurry, just ease the throttle wide open and feel the Aprilia engine respond irresistibly. This is a genuinely pleasurable bike to spend time on—one that helps you enjoy where you've just been, and look forward to where you're going. The Caponord is a terrifyingly effective piece of product development at an extremely competitive price: $11,999. Well, terrifying for its competitors, that is. Type www.aprilia.com for more info. *—A.C.*

TIME WARP FIRST THERE WERE DINOSAURS, THEN CAME 600 COMPAROS. AS THE EARTH WAS COOLING, the 600s ran around in packs, trying to ward off attacks from the larger-displacement motorcycles that ruled the sinuous molten landscape. Bikes such as the ZREX-12R from Kawasaki with its big engine and little handlebars would often attack at night, roosting upon the little super-sports until they were driven from curvaceous coastal areas such as California to uninhabited flatlands such as Oklahoma. Undaunted, the little bikes survived and multiplied, and began to flourish in the late 1980s with the rise of two species: Yamaha's FZR600 and Honda's CBR600F. In June '92, a carnivorous CBR600F2 won our 600 shootout. Turn to page 37 to see if history has repeated itself.




KEL EDGE

Euro Notes

by Alan Cathcart

■ WITH THE TARMAC VERSION OF BMW'S F650GS single ready to launch this summer, speculation says the German firm will turn its attention now to revamping the boxer twin and K-series four-cylinder bikes in time to mark the 80th anniversary in 2003 of the company's entry into the motorcycle business in 1923 with the debut of the R32 (BMW's first shaft-drive flat-twin) launched at the Paris Show that year.

Sources have insisted for some time that BMW's "Flying Brick" inline design may be replaced by a boxer-style flat-four with vertically stacked cylinders. However, those sources now say that this option has taken a back seat to a more conventional transverse inline-four format, still with a DOHC 16-valve cylinder head and shaft final drive. But in a departure from normal BMW practice, the engine will employ a wet multiplate clutch and six-speed gearbox. A Telelever front end would be retained, with the consequent absence of any fork deflection allowing BMW to incline the cylinders forward considerably to aid handling by lowering the CG and increasing front-weight bias.

BMW is also reputed to be planning a launch of the first supercharged sportbike of the modern era from a major manufacturer in the form of a Kompressor version of the current R1100S boxer twin, either in scaled-up R1150S guise or in scaled-down 1000cc form with a 150-horsepower power target, which would enable it to be marketed as a direct competitor to the current range of one-liter V-twin superbikes from Aprilia, Ducati, Honda, etc.

BMW R1100S

BMW is also reputed to be planning a launch of the first supercharged sportbike of the modern era...

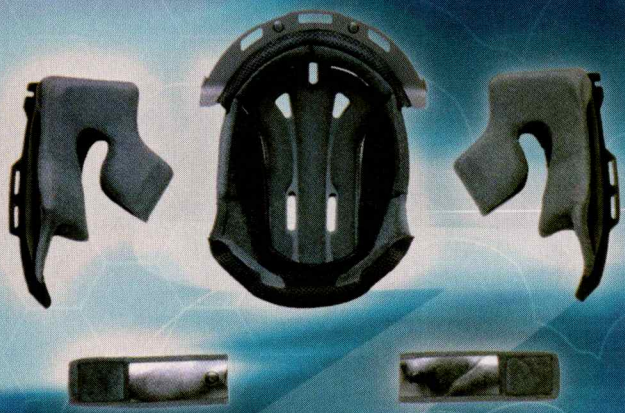
However, it's doubtful that BMW intends to go Superbike racing with the new Kompressor, because supercharging would not be permitted under the current regulations. It's believed this engine will be fitted with new DOHC four-valve cylinder heads with bevel-shaft cam drive, rather than the high-cam design of the present boxer range, and will have radical race-replica styling as distinctive looking as the last BMW Kompressor (the 500cc works Grand Prix bike that won the final Isle of Man TT in 1939 before the outbreak of World War II in the hands of the legendary Georg Meier). The FIM's postwar ban on supercharging in Grand Prix racing put an end to the Kompressor version of the Rennsport BMW, which remains the last supercharged, as well as shaft-drive, motorcycle to win a Grand Prix.

■ Supercharging as a means of obtaining bolt-on horsepower is an idea whose day has come again with the new generation of compact, ultra-precise compressors using high-boost pressures, and controlled by the same electronic engine-management systems as the now practically ubiquitous fuel injection fitted to today's performance motorcycles. And without any of the installation problems, heat buildup, bulkiness or throttle lag of a turbo system, supercharging's application to motorcycle use seems long overdue, especially as it's now commonplace again on luxury performance cars. BMW's much smaller German compatriot, MuZ, has been working on a supercharged 1000cc parallel-twin sportbike for the past three years, but the greater technical and financial resources make BMW a favorite to win the race to build a modern Kompressor first. If the rumors are true, expect the new "blown" boxer twin to make its debut on BMW's home ground at Intermot 2002 in Munich.

BMW K1200RS

Although the new BMW Kompressor won't be headed for the racetrack, further speculation regarding the direction of the German marque insists that (contrary to BMW's explicit denials in the past) the company [BMW] *will* be returning to Grand Prix racing after it goes four-stroke next season, with a purpose-designed GP1 engine which will not, however, in any way be related to the current BMW V-10 Formula 1 motor, which powered Ralf Schumacher's Williams to victory in the San Marino GP at Imola in Italy on April 15. Instead, BMW's motorcycle division is rumored to have commissioned a ground-up GP1 engine design from an outside specialist supplier, as yet unidentified. With BMW competition boss Berti Hauser confirming the company is pulling out of official participation in desert rallies (where the factory team's 1-2-3-4 blitz of the 2000 Paris-Dakar gave a superb send off to the new F650GS production model launched immediately after) resources are being freed up for the putative attack on GP1, with BMW already scheduled to become a feature of the Grand Prix race paddocks this year, thanks to the boxer one-make series scheduled to be held as a support event at several of the European GP rounds.

Perfect Fit



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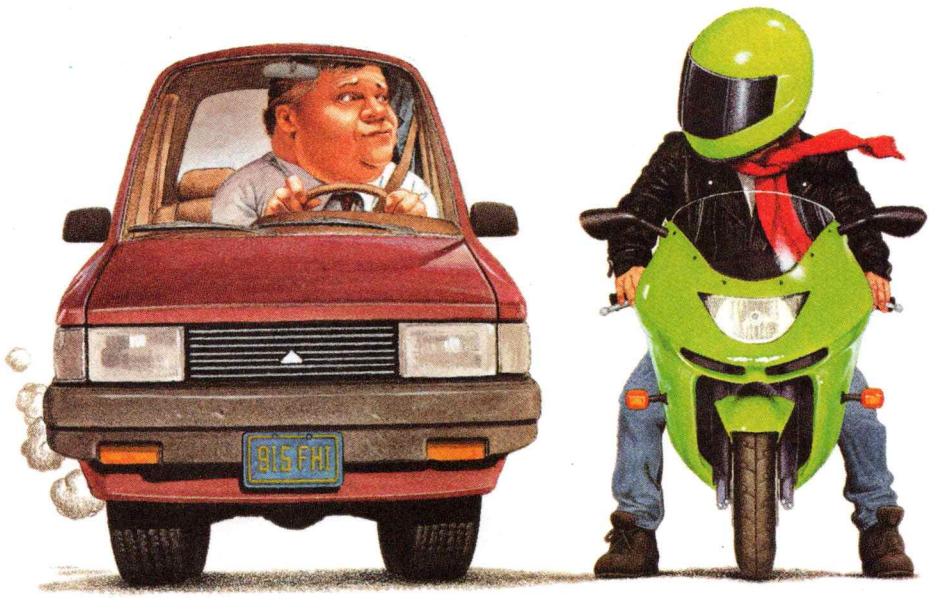

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Kawasaki Eliminator 125

A cruiser for the kiddies

PHOTOS BY KEVIN WING

BEING A NEW RIDER MUST SUCK. Not because you have to learn the myriad rules and regulations of operating a motorcycle in traffic (as well as all the unwritten rules), but because the entry-level motorcycle market seldom gets new blood. As the manufacturers pour development dollars into big cruisers and sportbikes, there's little techno trickle-down. The same 250cc and 500cc bikes that were on the market five years ago are still available today, and they're exactly the same as they were five years ago! The reason for this stagnation is most vendors already offer a 250cc, 500cc or 600cc model—so where to go from here? The answer for Kawasaki, it seems, is to go where no maker has dared to tread for years—125cc!

FIRST RIDE

Let's start by making clear exactly what the Eliminator 125 is: a beginner's bike. Its seat is extremely low (26.8 inches), so even people as short as Burns can fit on it. Finding a bike with a low seat height is probably one of the biggest concerns of the freshly licensed—especially females. It's also cheap. At $2499, the Eliminator is the lowest-priced street-legal bike you can buy, next to Kawasaki's own KE100 campground chuffer.

Providing forward motion is a 124cc, air-cooled single, which delivers extremely benign acceleration. In fact, we're not even sure if "acceleration" is the right word—we've ridden faster scooters. At the dragstrip, Cook even joked that we should measure the bike's quarter-mile time with a calendar instead of a stopwatch. (For the record, the Eliminator turned a 21.13-second quarter at 57.84 mph.) It's a strange feeling to be riding a bike in top gear with the throttle pinned around town, but on this bike that'll only get you up to approximately 45 mph. Once we gave the Eliminator some room to stretch its tiny legs, however, we got her up to an indicated 63 mph. Obviously, high-speed touring is not this bike's forte. It's freeway legal, but don't blame us when you get a ticket for holding up traffic.

A big plus, however, is the Eliminator's comfortable bar-to-butt ratio, which perches you upright, arms bent and legs lazily stretched out to the forward-mounted pegs. Within clear sight is the analog speedo, with indicators for high beam, turn signals and neutral mounted on the teardrop-shaped, 3.4-gallon fuel tank. Although 3.4 gallons isn't much, this bike sips fuel like a scooter. During testing we averaged 46.7 miles per gallon.

Amazingly, this bike even handles twisty tarmac fairly well. The twin rear shocks soak up small bumps nicely, but transfer a lot of shock to your keister over bigger bumps—a common cruiser trait thanks to limited travel. The shocks allow five settings for spring preload, which should suit riders of all (smallish) sizes. We should note this bike includes a passenger pillion, but nobody on staff was man enough to ride on the back.

The rear drum and front disc brake match the engine's anemic nature. A lot of pressure has to be applied to both brakes to yield any kind of result. Then again, we didn't expect sportbike-quality stoppers. Interestingly, the bike's lack of go and whoa power made us ride it slow and cautiously—just how a new rider should. Also, the rear brake offers way more power and feel than the front, which could teach a new rider the bad habit of using the rear brake more than the front.

Power and braking complaints aside, the Eliminator performs well as an entry-level motorcycle. New riders, or small folk, would be wise to consider it for their first mount, though those seeking a bit more power (and therefore the ability to cruise the highway) may want to check out any of the 250s. *—Josh Norem*

Bike Bizarre!

These bikes shouldn't exist, but they do

SOYBEAN HARLEY-DAVIDSON

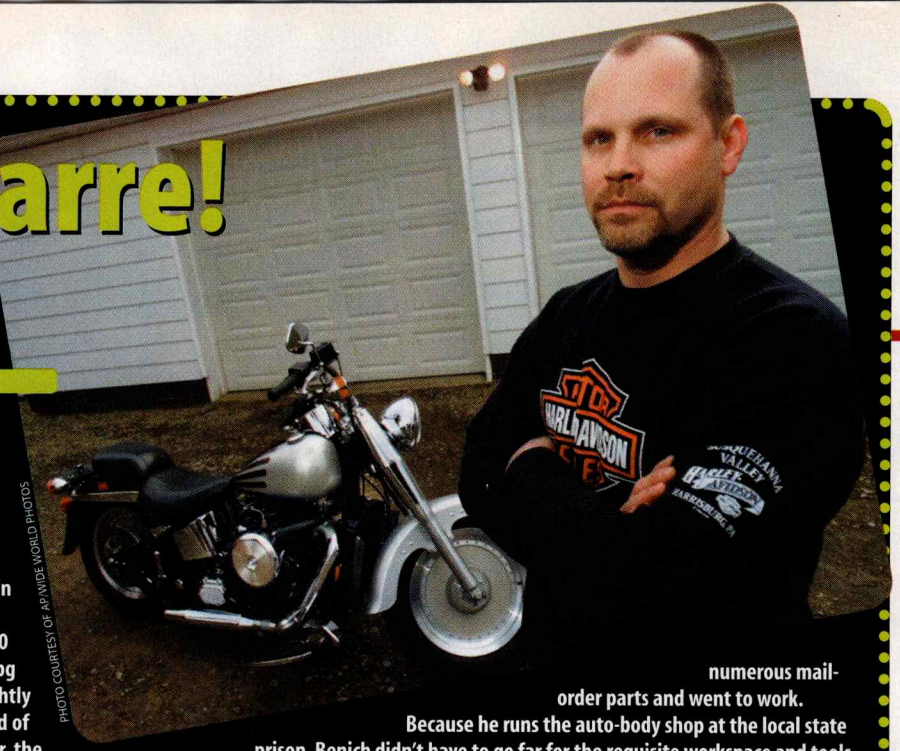


PHOTO COURTESY OF AP/WIDE WORLD PHOTOS

IF YOU'VE EVER APPROACHED A HARLEY-Davidson Fat Boy and wondered why it smells like french fries rather than freshly leaked oil, you probably sniffed Harold Benich's soybean-powered invention. Call it the Soy Cycle: a Harley-Davidson Fat Boy with a diesel engine that runs on soybean-oil-based fuel, or just plain diesel. Benich claims that when using biodiesel (which is soybean fuel) his bike is capable of 100 mpg, compared with a standard Fat Boy's 50 mpg average. Even better, Benich says that with slightly taller gearing, his bike can easily hit a top speed of 100 mph. Although a stock Fat Boy is a bit faster, the loss of top-end is no big deal according to Benich, who admits that most Harley riders "never go that fast anyways." Indeed.

Benich says the whole concept started out as a pipe dream several years ago. He was hanging out with some buddies when a Fat Boy rolled by, causing his chums to suggest he buy a Harley. Joking, Benich said he'd get one if it had a diesel engine. Given Benich's natural tendency as an inventor as well as someone who likes to tinker with mechanical equipment, it wasn't long before the idea began to gestate. Not long after that, he purchased a Fat Boy, a broken-down diesel engine from a wrecking lot, numerous mail-order parts and went to work.

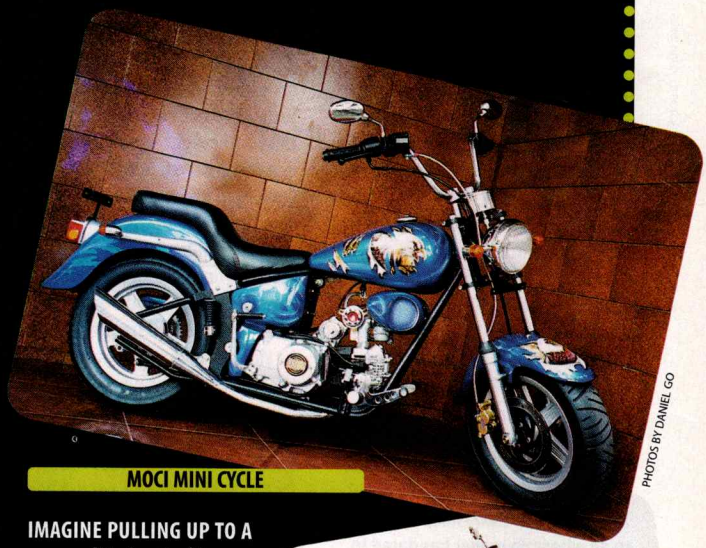
Because he runs the auto-body shop at the local state prison, Benich didn't have to go far for the requisite workspace and tools.

Originally, Benich didn't plan for his bike to become an example of environmental awareness—but it has. The biodiesel fuel he runs doesn't catch fire (it has a flash temperature of 300 degrees Fahrenheit, compared with unleaded fuel's 125-degree limit), burns clean, makes his bike smell like potatoes and is pure enough in its pristine state that it can be poured directly into a water supply as fish food. When asked if he has been approached by motorcycle manufacturers eager to produce a similarly eco-friendly machine, Benich states that he has already applied for a patent, and has fielded several inquires.

SWAROVSKI ZX-12R

Nor-Cal boy Norem is dazzled by the L.A. scene—and the bike, too.

IF LIBERACE ever rode a motorcycle, this is what it would look like. Decked out in 50,000 Swarovski crystals, this ZX-12R is a showroom-only creation designed to showcase the 2001 Swarovski Crystal Novelties collection. A Kawasaki rep estimated the bike would cost approximately $25,000 if it were for sale, but she reminded us that it is definitely not for sale, nor is it for use on public roads. Damnit—we wanted to put Burns on it and see if the crystals leave sparks when sliding across tarmac. Sadly, there are no plans for a test ride.



PHOTOS BY DANIEL GO

MOCI MINI CYCLE

IMAGINE PULLING UP TO A group of Harley-Davidson riders on this wee cycle. Named the MoCi Iron Hawk, this 97cc four-stroke is made in Malaysia and is available for import into the United States via the Internet. For $1400, you get a custom-made minibike, complete with brass gas tank, fiberglass front and rear fenders, billet triple tree and wheels, and Harley-inspired styling. A four-speed automatic tranny delivers the engine's eight horsepower to the 12-inch wheels. For all the juicy details, go to www.moci-world.com.

MATT KEEFE

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Honda's GP Bike Uncovered

HONDA IS USUALLY VERY secretive about new racebikes, which makes these snapshots all the more titillating. Sources say it's definitely Honda's new four-stroke V-five GP bike, and the dry clutch and carbon brakes certainly lend credence to that notion. However, it's interesting to note the styling similarities to the 929RR, as well as the single exhaust. A Honda source hinted that this bike is not the GP bike, but possibly the much-rumored CBR1000RR. Nevertheless, other sources have said that's simply not the case and the people who were present when these pictures were taken said the bike did not sound like an inline-four whatsoever. Send your conspiracy theories to: mcmail@emapusa.com.

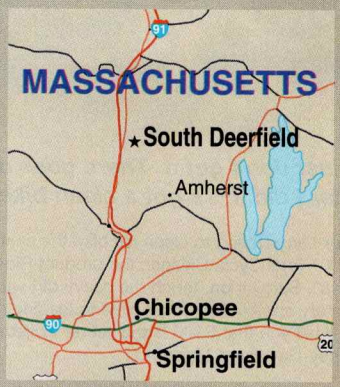
Massachusetts Yankee Candle Car Museum

IF YOU'RE EVER IN MASSACHUSETTS AND WANT TO CHECK OUT A dizzying array of candles, cars and motorcycles, stop in at the Yankee Candle Car Museum in South Deerfield.

GETAWAYS

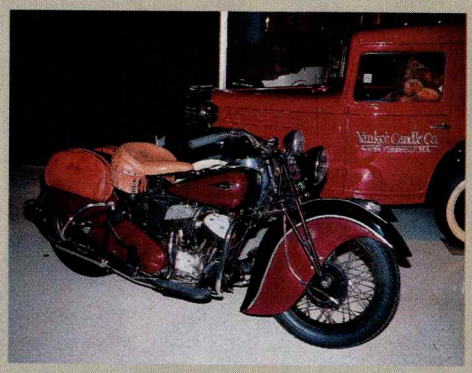
Every visit to the Museum reveals something new. In addition to its own core collection of 80 cars and bikes, you'll find notable examples of both on loan from collectors. On the day of our visit the eclectic exhibition ranged from a 1922 Harley-Davidson JA Police Special to a '98 Ducati 748. Especially intriguing were the '40 Indian Model 640 Military, in full combat regalia, and a '77 Honda CB400F, with its sensuously curved 4-into-1 exhaust pipes.

The museum's historian, John Schieffelin, is not only knowledgeable, but he also possesses an infectious enthusiasm. He excitedly told us about a rare '34 Harley CA Cinder Track Racer due to be exhibited in the near future.



The variety of cars is even greater than the motorcycles. The brass era is represented by such vehicles as the '10 Pope-Hartford seven-passenger tourer, while muscle-car enthusiasts can view Shelbys, GTOs and Chrysler Hemis. Sports-car lovers can drool over Jaguars, Lamborghinis and a hot-blooded stable of Ferraris, *and* you can have your picture taken in a Ferrari 308 GTS or a Rolls-Royce Silver Cloud.

In addition to seeing the bikes, cars and candles, set aside time for touring the surrounding hills, which are especially breathtaking during the peak foliage season. If you head north, Route 116 through Conway and Ashfield offers award-winning curves. Head two miles south on 116 from Yankee Candle and signs will point you to the top of Mount Sugarloaf for awe-inspiring vistas of the Connecticut River Valley.


MIKE COVELLO

If you would like to bring your motorcycle club, you can call ahead; a special parking area will be reserved near the museum. Remember to visit the museum's gift shop for some fun, motorelated goodies. And don't forget, they also sell candles. ***—Mike Covello***

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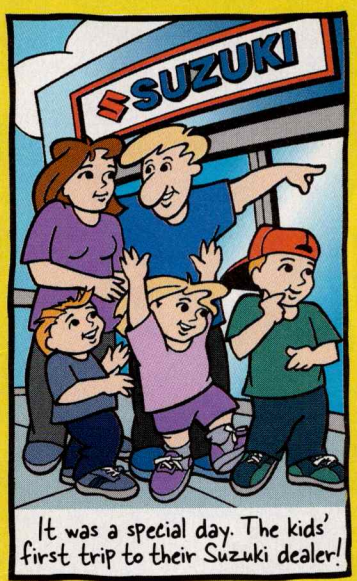
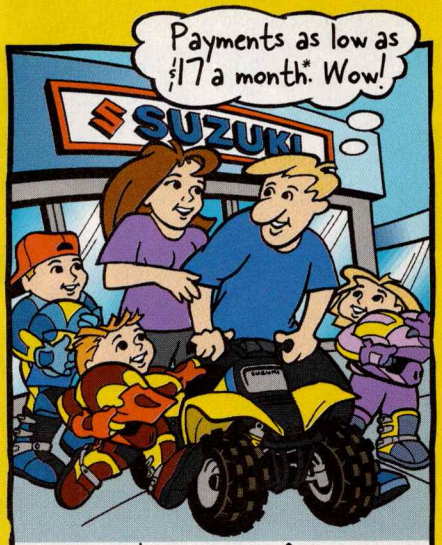
The SUZUKI KIDS in "THE ADVENTURE BEGINS"...

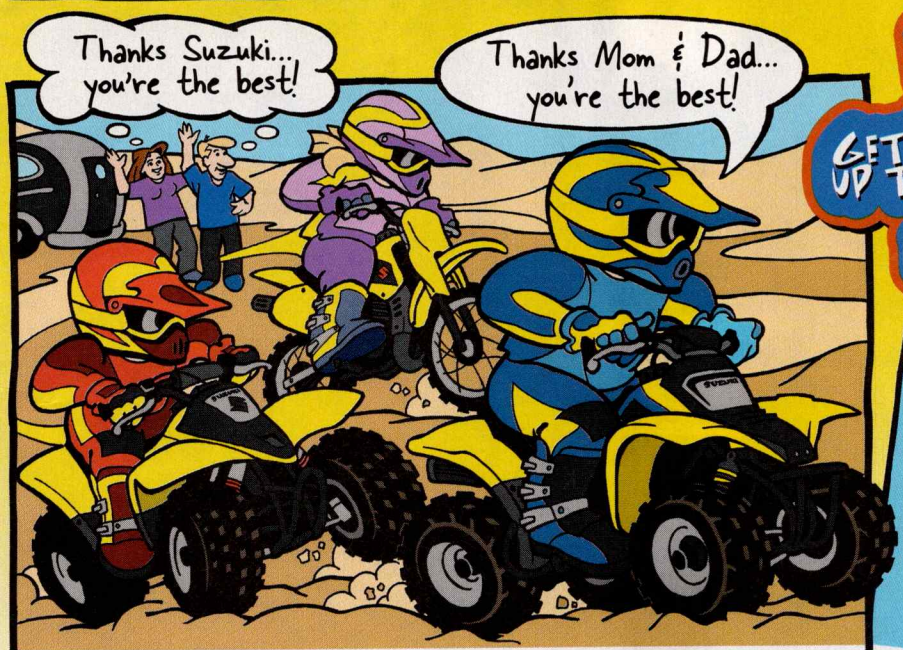


It was a special day. The kids' first trip to their Suzuki dealer!

Today, Mom & Dad vowed, they'd start sharing the fun they have off road.



What a day! The Suzuki of their dreams, plus up to $200 in FREE Accessories!



And so they rode off into a whole new world of adventure!

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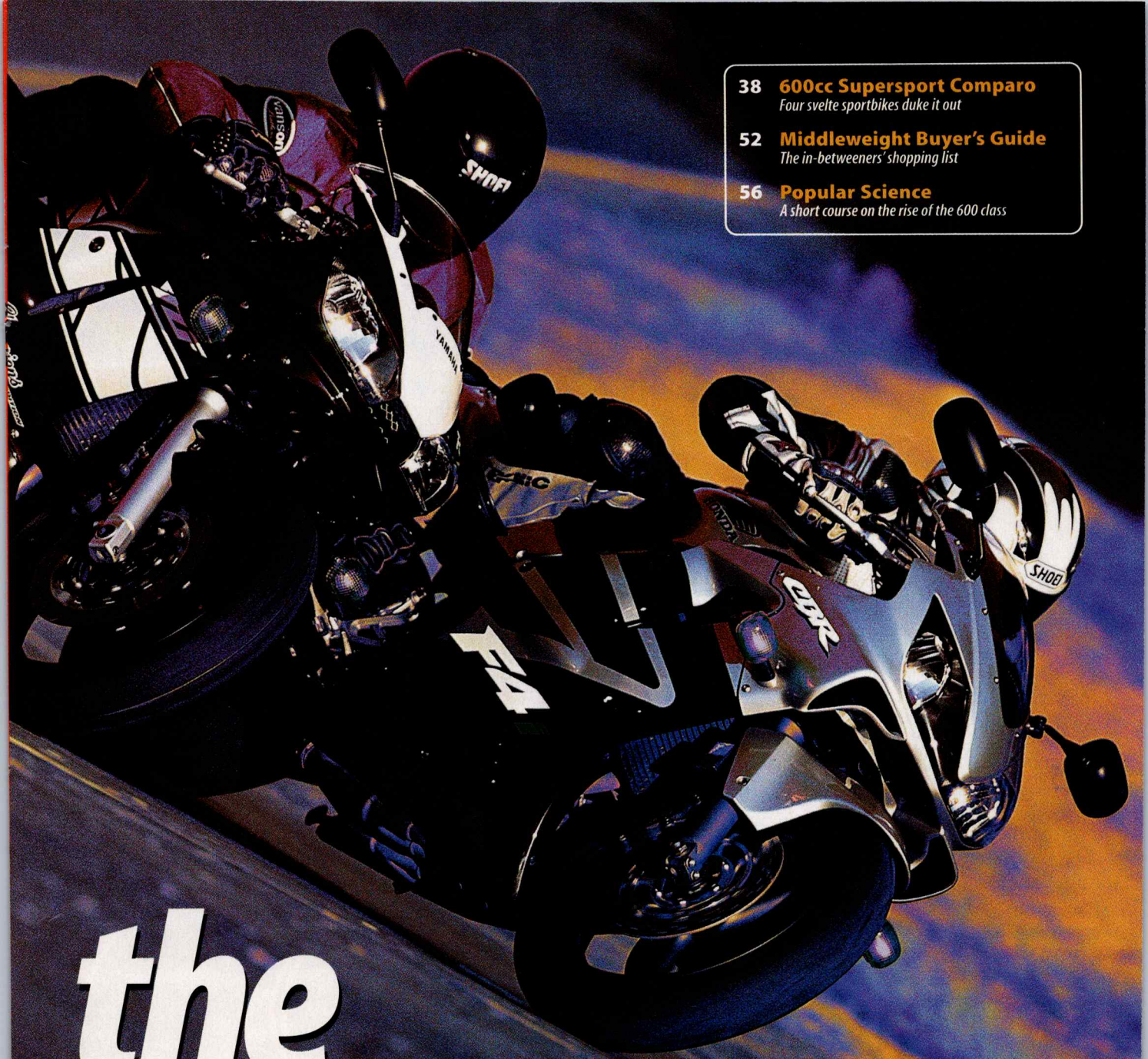
Four svelte sportbikes duke it out

52 **Middleweight Buyer's Guide**
The in-betweeners' shopping list

56 **Popular Science**
A short course on the rise of the 600 class



the 600 club

Join now and you may never leave

KEVIN WING

YOU DON'T NEED TO LEARN A SPECIAL handshake or wear a funny hat (unless you want to). You needn't kiss up to somebody famous or offer a prodigious endowment to academia to be admitted. In fact, the initiation fees are appallingly modest. This is the 600 Club, an affiliation of sporting, cruising and budget-minded riders who don't need the ego massage of a 1000cc or more.

Step into the clubhouse, grab a complimentary beverage and a few shrimp off the *hors d'oeuvre* platter, and join us for an examination

COVER STORY

of the 600—a.k.a. middleweight—class, past and present. Today's sporting 600s are unquestionably the best-selling sportbikes around and possess exceptional handling along with soul-stirring acceleration. They're good enough to please jaded experts and are, for the most part, docile enough for beginners. In addition to our close look at four of the top 600-class Supersport contenders (done in our exhaustive and outspoken style), we've got a member premium in the form of a 600cc and 650cc buyer's guide, as well as a brief history of the class. C'mon, join the club.

Mayhem

in the Middle

the 600 club

Honda and Suzuki have raised the bar among 600 Supersports. Do Kawasaki's ZX-6R and Yamaha's YZF-R6 stand a chance?

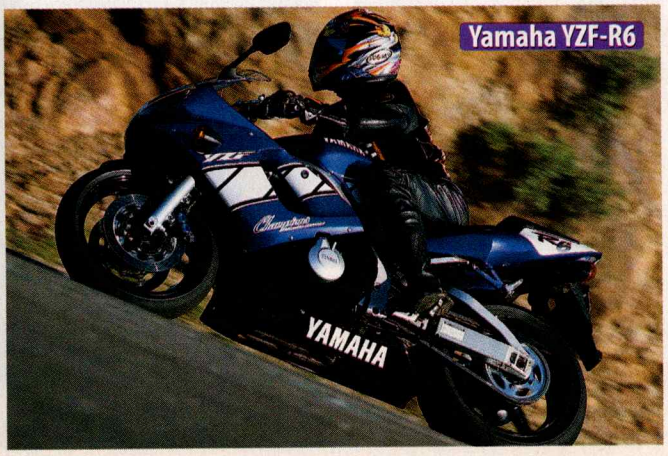
By Marc Cook. Photos By Kevin Wing

MAJOR MOTORCYCLE MANUFACTURERS WRITE BIG, THICK CHECKS for motorsports participation, with part of that budget used to tell you how damn successful they've been on the track. And while there's no denying the halo effect of **COMPARO** Honda's RC51 taking the World Superbike crown in its first year and Suzuki's GSX-R750 coming home Number One in American Motorcyclist Association (AMA) Superbike, these are just the sprinkles on top of the icing on top of the cake. (Let's not forget that the weapons wielded by Colin Edwards and Mat Mladin are very distant relatives of the bikes in the showroom.) The real battle, the more impressive win-Sunday, sell-Tuesday correlation happens in the 600 class.

That must explain why 600 Supersport remains the most competitive category in motorcycling. (It certainly helps that the racing classes are required to draw heavily upon production-line stock, so the racebikes are only as good as the platform upon which they're based.) This is a class of unrelenting development and unusual design orthodoxy—how else do you explain why the wet weights are but 12 pounds apart and peak power is within approximately five horsepower among four motorcycles? It is a class that is so competitive that last-year's racetrack champion can quickly become this year's backmarker.

This you know: Big news for 2001 is the introduction of the new GSX-R600, based on the 750. As with the GSX-R750 and 1000 this year, the 600 sets new standards for weight and power, yet the bike is true to its heritage by being the most trackworthy tool in the box. Honda has something new to show this year, too, with the CBR600F4i, a substantially reworked version of the omnipresent F4. The Suzuki's introduction is in line with its manufacturer's traditional development cycles, but the CBR's remake came after the F4 was on sale for only two years. Feeling the heat, Honda?

You need to look at the sales numbers for the class to truly understand Honda's motivation. Since the R6's introduction in '99, the CBR finally found itself with a worthy adversary. In the United States, Honda's sales in the middleweight-sportbike (501cc to 750cc) category fell nearly 30 percent from '99 to '00 as Yamaha's increased by almost 20 percent. (Kawasaki was up a bit also, and Suzuki gained a lot thanks to the new-for-2000 GSX-R750.) We're talking big numbers here, too; Honda sold more than 11,000 middleweights in '99. What's more, by last year the CBR-F4 was on life-support in Europe, another hot 600 market. So Honda took the F4 in the direction of the R6—sportier, more serious and, not coincidentally, a better basis for the



company's racing efforts. In Europe, Honda sells two versions, with the sportier one the same as our sole entry.

Yet even with Honda's sharpening of the CBR, the 600 class, as a rule, is heavily street biased, with moderate ergonomics as the norm and amazingly broad, usable powerbands a requirement. Six hundreds make sense in other ways. They're easy to ride quickly, challenging to ride really quickly, make good step-up sportbikes for novices and low-intermediates, and are typically cheaper to maintain and insure than their 750-and-up compatriots: the *perfect* sportbike, in other words.

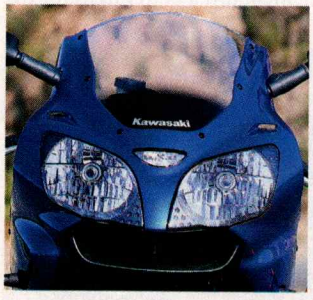
KAWASAKI ZX-6R

In a class of perfect sportbikes, the Kawasaki commits the mortal sin of being the slightest bit imperfect. Bear with us as we repeat ourselves: The pace of progress in this class almost guarantees that the oldest motorcycle is outgunned. Kawasaki introduced this ZX-6R in '98 and gave it a good going-over in '00. This year, save for different paint schemes, it's wholly unchanged. (Shades of the previous-generation GSX-R600 in last-year's comparo?) A midyear price cut makes it the cheapest bike in the class by $100.

You may also remember the Kawasaki's controversial victory over the CBR in last-year's comparo, with the CBR ending up in third place on the strength of its great engine, rational ergonomics and sharp personality. The ZX-6R is still the same fine motorcycle, but with Honda shifting the CBR up the sportiness ladder and the new Suzuki knocking down weight and horsepower barriers, the ZX-6R finds itself in fourth place.

Before you start moaning about our fickleness, understand that several of us still think this is an excellent streetbike, a motorcycle we'd gladly hop on and ride across the state. A big part of the bike's ability to *sport*-tour (as opposed to sport-*tour*) is its rational ergonomic package and large, wind-cheating fairing. Let's not underestimate the importance of rider comfort. But for a bit more room for our creaky knees and less of a reach for our arthritic shoulders, the order in the middle of this comparison might have been reversed.

Yes, then, the Kawasaki is a sweet cushy couch of a motorcycle, but it's also a ripping straight-line performer. In the quarter-mile it's 0.23-seconds behind the quickest bike here, but you shouldn't complain about a 600 in the 10-second bracket. Of greater importance to the street rider is the 6R's punchy



My, what big eyes you have. And what a big mouth you have. The fairing provides a sizeable pocket of protection. Modestly rising bars provide a relaxed seating position. Headlights are adjustable on the fly. (You need that.)

Kawasaki ZX-6R

ZX-6R's chassis that ultimately holds the bike back. Although the steering was deemed average for the class, the bike just feels larger and more top-heavy than its competitors. Together with the optical illusion brought by the larger fairing (by comparison, the Honda feels 20 pounds lighter than the old F4, mainly because of the tidy fairing) the Kawasaki comes across as less wieldy. It's an impression the bike's suspension does nothing to refute. A bit softly sprung (particularly for our heavier testers), the 6R's suspension never quite gets with the game, and allows the bike to pitch and wallow while the others are merely soaking up the bumps. The shock, in particular, needs a calibration and quality rethink. Heavier riders were left using maximum rebound damping and wanting more with rear preload cranked up. One of our less-experienced testers riding the ZX-6R on a fast, bumpy road lost a great deal of confidence in the Kawasaki because of these gyrations.

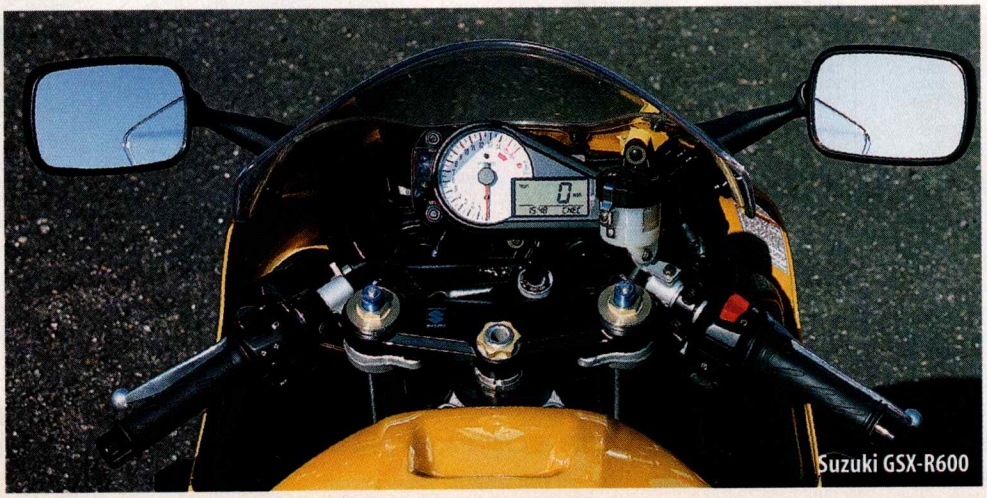
The bike's suspension performance is hardly a damning quality, but the others here are so good and so composed that the ZX-6R is left behind.

midrange. When you compare dyno traces, you'll see how the Kawasaki comes alive in the range where you tend to use a streetbike most: from 4000 to 8000 rpm. In that range the Kawasaki is the torque king (save for a small stumble at approximately 4750 rpm), and feels like it on the street. You're rarely faced with a situation where the ZX-6R is caught napping. Moreover, the engine is delightfully smooth in this range—a range that, thankfully, includes most legal and paralegal highway velocities—though it becomes slightly thrashy in the upper regions. Well done on the power front.

While the engine does its part to move up the order, it's the

SUZUKI GSX-R600

Here's a switch: We love the GSX-R750 and hardly ever miss the opportunity to hop aboard the 1000...so why is the new 600 edged by the Honda for runner-up? Put it down to the emphasis we've considered appropriate for this class. As real-world sportbikes (not track tools, in other words), these things are supposed to perform multiple duties, including commuting and light touring. It's for those two categories, particularly, that the otherwise-stunning new GSX-R is ill-suited. With limited legroom and the longest reach to the lowest-set bars, the Suzuki's ergos are substantially more track-oriented than the others. And for us that


Suzuki GSX-R600

It's the new face of the generic sportbike. The GSX-R600's fairing, ram-air inlets and headlight are the same across the GSX-R line—pretty handsome, though. The lowest bars in the group commit the rider to a wrist-racking good time. All is forgiven on a fast, twisty road—or track.

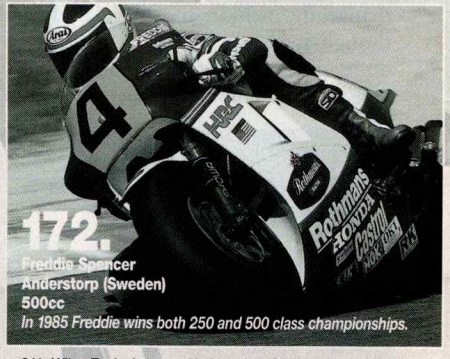
IT STARTED W

1.
Tom Phillis
Montjuich (Spain)
125cc
Honda's first victory comes at the first GP of the 1961 season.

2. Kunimitsu Takahashi	Hockenheim (WGR), 1961	250cc
3. Tom Phillis	Clermont-Ferrand (FRA), 1961	125cc
4. Tom Phillis	Clermont-Ferrand (FRA), 1961	250cc
5. Mike Hailwood	IOM-TT (GBR), 1961	125cc
6. Mike Hailwood	IOM-TT (GBR), 1961	250cc
7. Tom Phillis	Assen (NTH), 1961	125cc
8. Mike Hailwood	Assen (NTH), 1961	250cc
9. Luigi Taveri	Spa (BEL), 1961	125cc
10. Jim Redman	Spa (BEL), 1961	250cc
11. Mike Hailwood	Sachsenring (EGR), 1961	250cc
12. Kunimitsu Takahashi	Dundrod (IRL), 1961	125cc
13. Bob McIntyre	Dundrod (IRL), 1961	250cc
14. Jim Redman	Monza (ITA), 1961	250cc
15. Luigi Taveri	Kristianstadt (SWE), 1961	125cc
16. Mike Hailwood	Kristianstadt (SWE), 1961	250cc
17. Tom Phillis	Buenos Aires (ARG), 1961	125cc
18. Tom Phillis	Buenos Aires (ARG), 1961	250cc
19. Kunimitsu Takahashi	Montjuich (SPN), 1962	125cc
20. Jim Redman	Montjuich (SPN), 1962	250cc
21. Kunimitsu Takahashi	Clermont-Ferrand (FRA), 1962	125cc
22. Jim Redman	Clermont-Ferrand (FRA), 1962	250cc
23. Luigi Taveri	IOM-TT (GBR), 1962	125cc
24. Derek Minter	IOM-TT (GBR), 1962	250cc
25. Luigi Taveri	Assen (NTH), 1962	125cc
26. Jim Redman	Assen (NTH), 1962	250cc
27. Jim Redman	Assen (NTH), 1962	350cc
28. Luigi Taveri	Spa (BEL), 1962	125cc
29. Bob McIntyre	Spa (BEL), 1962	250cc
30. Luigi Taveri	Solitude (WGR), 1962	125cc
31. Jim Redman	Solitude (WGR), 1962	250cc
32. Luigi Taveri	Dundrod (IRL), 1962	125cc
33. Tommy Robb	Dundrod (IRL), 1962	250cc
34. Jim Redman	Dundrod (IRL), 1962	350cc
35. Luigi Taveri	Sachsenring (EGR), 1962	125cc
36. Jim Redman	Sachsenring (EGR), 1962	250cc
37. Jim Redman	Sachsenring (EGR), 1962	350cc
38. Teisuke Tanaka	Monza (ITA), 1962	125cc
39. Jim Redman	Monza (ITA), 1962	250cc
40. Jim Redman	Monza (ITA), 1962	350cc
41. Luigi Taveri	Tampere (FIN), 1962	50cc
42. Jim Redman	Tampere (FIN), 1962	125cc
43. Tommy Robb	Tampere (FIN), 1962	350cc
44. Luigi Taveri	Montjuich (SPN), 1963	125cc
45. Jim Redman	Hockenheim (WGR), 1963	350cc
46. Jim Redman	IOM-TT (GBR), 1963	250cc
47. Jim Redman	IOM-TT (GBR), 1963	350cc
48. Jim Redman	Assen (NTH), 1963	250cc
49. Jim Redman	Assen (NTH), 1963	350cc
50. Jim Redman	Dundrod (IRL), 1963	250cc
51. Jim Redman	Dundrod (IRL), 1963	350cc
52. Luigi Taveri	Monza (ITA), 1963	125cc
53. Jim Redman	Monza (ITA), 1963	350cc
54. Jim Redman	Buenos Aires (ARG), 1963	125cc
55. Luigi Taveri	Suzuka (JPN), 1963	50cc
56. Jim Redman	Suzuka (JPN), 1963	250cc
57. Luigi Taveri	Montjuich (SPN), 1964	125cc
58. Luigi Taveri	Clermont-Ferrand (FRA), 1964	125cc
59. Luigi Taveri	IOM-TT (GBR), 1964	125cc
60. Jim Redman	IOM-TT (GBR), 1964	250cc
61. Jim Redman	IOM-TT (GBR), 1964	350cc
62. Ralph Bryans	Assen (NTH), 1964	50cc
63. Jim Redman	Assen (NTH), 1964	125cc
64. Jim Redman	Assen (NTH), 1964	250cc
65. Jim Redman	Assen (NTH), 1964	350cc
66. Ralph Bryans	Spa (BEL), 1964	50cc
67. Ralph Bryans	Solitude (WGR), 1964	50cc
68. Jim Redman	Solitude (WGR), 1964	125cc
69. Jim Redman	Solitude (WGR), 1964	350cc
70. Jim Redman	Sachsenring (EGR), 1964	350cc
71. Jim Redman	Dundrod (IRL), 1964	350cc
72. Luigi Taveri	Imatra (FIN), 1964	125cc
73. Jim Redman	Imatra (FIN), 1964	350cc
74. Luigi Taveri	Monza (ITA), 1964	125cc
75. Jim Redman	Monza (ITA), 1964	350cc
76. Jim Redman	Suzuka (JPN), 1964	250cc
77. Jim Redman	Suzuka (JPN), 1964	350cc
78. Ralph Bryans	Nurburgring (WGR), 1965	50cc
79. Ralph Bryans	Rouen (FRA), 1965	50cc
80. Luigi Taveri	IOM-TT (GBR), 1965	50cc
81. Jim Redman	IOM-TT (GBR), 1965	250cc
82. Jim Redman	IOM-TT (GBR), 1965	350cc
83. Ralph Bryans	Assen (NTH), 1965	50cc
84. Jim Redman	Assen (NTH), 1965	350cc
85. Jim Redman	Spa (BEL), 1965	250cc
86. Jim Redman	Sachsenring (EGR), 1965	250cc
87. Jim Redman	Sachsenring (EGR), 1965	350cc
88. Jim Redman	Brno (CZE), 1965	350cc
89. Luigi Taveri	Suzuka (JPN), 1965	50cc
90. Mike Hailwood	Suzuka (JPN), 1965	250cc
91. Luigi Taveri	Montjuich (SPN), 1966	50cc
92. Mike Hailwood	Montjuich (SPN), 1966	250cc
93. Luigi Taveri	Hockenheim (WGR), 1966	125cc
94. Mike Hailwood	Hockenheim (WGR), 1966	250cc
95. Mike Hailwood	Hockenheim (WGR), 1966	350cc
96. Jim Redman	Hockenheim (WGR), 1966	500cc
97. Mike Hailwood	Clermont-Ferrand (FRA), 1966	250cc
98. Mike Hailwood	Clermont-Ferrand (FRA), 1966	350cc
99. Luigi Taveri	Assen (NTH), 1966	50cc
100. Mike Hailwood	Assen (NTH), 1966	250cc
101. Mike Hailwood	Assen (NTH), 1966	350cc
102. Jim Redman	Assen (NTH), 1966	500cc
103. Mike Hailwood	Spa (BEL), 1966	250cc
104. Luigi Taveri	Sachsenring (EGR), 1966	125cc
105. Mike Hailwood	Sachsenring (EGR), 1966	250cc
106. Luigi Taveri	Brno (CZE), 1966	125cc
107. Mike Hailwood	Brno (CZE), 1966	250cc
108. Mike Hailwood	Brno (CZE), 1966	350cc
109. Mike Hailwood	Brno (CZE), 1966	500cc
110. Mike Hailwood	Imatra (FIN), 1966	250cc
111. Mike Hailwood	Imatra (FIN), 1966	350cc
112. Luigi Taveri	Dundrod (IRL), 1966	125cc
113. Mike Hailwood	Dundrod (IRL), 1966	350cc
114. Mike Hailwood	Dundrod (IRL), 1966	500cc
115. Ralph Bryans	IOM-TT (GBR), 1966	50cc
116. Mike Hailwood	IOM-TT (GBR), 1966	250cc
117. Mike Hailwood	IOM-TT (GBR), 1966	500cc
118. Luigi Taveri	Monza (ITA), 1966	125cc
119. Mike Hailwood	Monza (ITA), 1966	250cc
120. Ralph Bryans	Hockenheim (WGR), 1967	250cc
121. Mike Hailwood	Hockenheim (WGR), 1967	350cc
122. Mike Hailwood	IOM-TT (GBR), 1967	250cc
123. Mike Hailwood	IOM-TT (GBR), 1967	350cc
124. Mike Hailwood	IOM-TT (GBR), 1967	500cc
125. Mike Hailwood	Assen (NTH), 1967	250cc
126. Mike Hailwood	Assen (NTH), 1967	350cc
127. Mike Hailwood	Assen (NTH), 1967	500cc

5 & 6.
Mike Hailwood
IOM-TT (GBR)
125cc & 250cc
"Mike the Bike" doubles at the Isle of Man.

128. Mike Hailwood	Sachsenring (EGR), 1967	350cc
129. Mike Hailwood	Brno (CZE), 1967	350cc
130. Mike Hailwood	Brno (CZE), 1967	500cc
131. Mike Hailwood	Imatra (FIN), 1967	250cc
132. Mike Hailwood	Dundrod (IRL), 1967	250cc
133. Mike Hailwood	Dundrod (IRL), 1967	500cc
134. Ralph Bryans	Monza (ITA), 1967	350cc
135. Mike Hailwood	Mosport (CAN), 1967	250cc
136. Mike Hailwood	Mosport (CAN), 1967	500cc
137. Ralph Bryans	Fisco (JPN), 1967	250cc
138. Mike Hailwood	Fisco (JPN), 1967	350cc
139. Freddie Spencer	Spa (BEL), 1982	500cc
140. Takazumi Katayama	Anderstorp (SWE), 1982	500cc
141. Freddie Spencer	Mugello (ITA), 1982	500cc
142. Freddie Spencer	Kyalami (SAF), 1983	500cc
143. Freddie Spencer	Le Mans (FRA), 1983	500cc
144. Freddie Spencer	Monza (ITA), 1983	500cc
145. Freddie Spencer	Jarama (SPN), 1983	500cc
146. Freddie Spencer	Rijeka (YUG), 1983	500cc
147. Freddie Spencer	Anderstorp (SWE), 1983	500cc
148. Freddie Spencer	Misano (ITA), 1984	500cc
149. Freddie Spencer	Nurburgring (WGR), 1984	500cc
150. Freddie Spencer	Paul Ricard (FRA), 1984	500cc
151. Freddie Spencer	Rijeka (YUG), 1984	500cc
152. Randy Mamola	Assen (NTH), 1984	500cc
153. Freddie Spencer	Spa (BEL), 1984	500cc
154. Randy Mamola	Silverstone (GBR), 1984	500cc
155. Randy Mamola	Mugello (ITA), 1984	500cc
156. Freddie Spencer	Salzburgring (AUT), 1985	500cc
157. Freddie Spencer	Jarama (SPN), 1985	500cc
158. Freddie Spencer	Mugello (ITA), 1985	250cc
159. Freddie Spencer	Mugello (ITA), 1985	500cc
160. Freddie Spencer	Salzburgring (AUT), 1985	250cc
161. Freddie Spencer	Salzburgring (AUT), 1985	500cc
162. Freddie Spencer	Rijeka (YUG), 1985	250cc
163. Freddie Spencer	Assen (NTH), 1985	250cc
164. Randy Mamola	Assen (NTH), 1985	500cc
165. Freddie Spencer	Spa (BEL), 1985	250cc
166. Freddie Spencer	Spa (BEL), 1985	500cc
167. Freddie Spencer	Le Mans (FRA), 1985	250cc
168. Freddie Spencer	Le Mans (FRA), 1985	500cc
169. Anton Mang	Silverstone (GBR), 1985	250cc
170. Freddie Spencer	Silverstone (GBR), 1985	500cc
171. Anton Mang	Anderstorp (SWE), 1985	250cc
172. Freddie Spencer	Anderstorp (SWE), 1985	500cc
173. Wayne Gardner	Jarama (SPN), 1986	500cc
174. Anton Mang	Monza (ITA), 1986	250cc
175. Sito Pons	Rijeka (YUG), 1986	250cc
176. Wayne Gardner	Assen (NTH), 1986	500cc
177. Sito Pons	Spa (BEL), 1986	250cc
178. Dominique Sarron	Silverstone (GBR), 1986	250cc
179. Wayne Gardner	Silverstone (GBR), 1986	500cc
180. Masaru Kobayashi	Suzuka (JPN), 1987	250cc
181. Wayne Gardner	Jerez (SPN), 1987	500cc
182. Anton Mang	Hockenheim (WGR), 1987	250cc
183. Anton Mang	Monza (ITA), 1987	250cc
184. Wayne Gardner	Monza (ITA), 1987	500cc
185. Anton Mang	Salzburgring (AUT), 1987	250cc
186. Wayne Gardner	Salzburgring (AUT), 1987	500cc
187. Wayne Gardner	Rijeka (YUG), 1987	500cc
188. Anton Mang	Assen (NTH), 1987	250cc
189. Reinhold Roth	Le Mans (FRA), 1987	250cc
190. Anton Mang	Donington (GBR), 1987	250cc
191. Anton Mang	Anderstorp (SWE), 1987	250cc
192. Wayne Gardner	Anderstorp (SWE), 1987	500cc
193. Anton Mang	Brno (CZE), 1987	250cc
194. Wayne Gardner	Brno (CZE), 1987	500cc
195. Anton Mang	Jarama (SPN), 1987	250cc
196. Dominique Sarron	Goiania (BRA), 1987	250cc
197. Wayne Gardner	Goiania (BRA), 1987	500cc
198. Sito Pons	Buenos Aires (ARG), 1987	250cc
199. Anton Mang	Suzuka (JPN), 1988	250cc
200. Jim Filice	Laguna Seca (USA), 1988	250cc
201. Sito Pons	Jarama (SPN), 1988	250cc
202. Dominique Sarron	Imola (ITA), 1988	250cc
203. Ezio Gianola	Nurburgring (WGR), 1988	125cc
204. Jacques Cornu	Salzburgring (AUT), 1988	250cc
205. Wayne Gardner	Assen (NTH), 1988	500cc
206. Sito Pons	Spa (BEL), 1988	250cc
207. Wayne Gardner	Spa (BEL), 1988	500cc
208. Sito Pons	Rijeka (YUG), 1988	250cc
209. Wayne Gardner	Rijeka (YUG), 1988	500cc
210. Jacques Cornu	Paul Ricard (FRA), 1988	250cc
211. Ezio Gianola	Donington (GBR), 1988	125cc
212. Sito Pons	Anderstorp (SWE), 1988	250cc
213. Wayne Gardner	Brno (CZE), 1988	500cc
214. Dominique Sarron	Goiania (BRA), 1988	250cc
215. Ezio Gianola	Suzuka (JPN), 1989	125cc
216. Sito Pons	Phillip Island (AUS), 1989	250cc
217. Wayne Gardner	Phillip Island (AUS), 1989	500cc
218. Eddie Lawson	Jerez (SPN), 1989	500cc
219. Ezio Gianola	Misano (ITA), 1989	125cc
220. Sito Pons	Misano (ITA), 1989	250cc
221. Pier-Francesco Chili	Misano (ITA), 1989	500cc
222. Sito Pons	Hockenheim (WGR), 1989	250cc
223. Hans Spaan	Salzburgring (AUT), 1989	125cc
224. Sito Pons	Salzburgring (AUT), 1989	250cc
225. Sito Pons	Rijeka (YUG), 1989	250cc
226. Hans Spaan	Assen (NTH), 1989	125cc
227. Reinhold Roth	Assen (NTH), 1989	250cc
228. Hans Spaan	Spa (BEL), 1989	125cc
229. Jacques Cornu	Spa (BEL), 1989	250cc
230. Eddie Lawson	Spa (BEL), 1989	500cc
231. Carlos Cardus	Le Mans (FRA), 1989	250cc
232. Eddie Lawson	Le Mans (FRA), 1989	500cc
233. Hans Spaan	Donington (GBR), 1989	125cc
234. Sito Pons	Donington (GBR), 1989	250cc
235. Sito Pons	Anderstorp (SWE), 1989	250cc
236. Eddie Lawson	Anderstorp (SWE), 1989	500cc
237. Reinhold Roth	Brno (CZE), 1989	250cc
238. Hans Spaan	Suzuka (JPN), 1990	125cc
239. Wayne Gardner	Jerez (SPN), 1990	500cc
240. Doriano Romboni	Nurburgring (GER), 1990	125cc



172.
Freddie Spencer
Anderstorp (Sweden)
500cc
In 1985 Freddie wins both 250 and 500 class championships.

241. Wilco Zeelenberg	Nurburgring (GER), 1990	250cc
242. Stefan Prein	Rijeka (YUG), 1990	125cc
243. Carlos Cardus	Rijeka (YUG), 1990	250cc
244. Doriano Romboni	Assen (NTH), 1990	125cc
245. Hans Spaan	Spa (BEL), 1990	125cc
246. Hans Spaan	Le Mans (FRA), 1990	125cc
247. Carlos Cardus	Le Mans (FRA), 1990	250cc
248. Loris Capirossi	Donington (GBR), 1990	125cc
249. Hans Spaan	Anderstorp (SWE), 1990	125cc

FIM ROAD RACING WORLD CHAMPIONSHIP GRAND PRIX
HONDA
500 WINS

SOICHIRO HONDA DREAMED OF BUILDING A MOTORCYCLE THAT WOULD PROUD TO CELEBRATE HONDA MOTOR COMPANY'S 500TH WORLD GRAND PRIX

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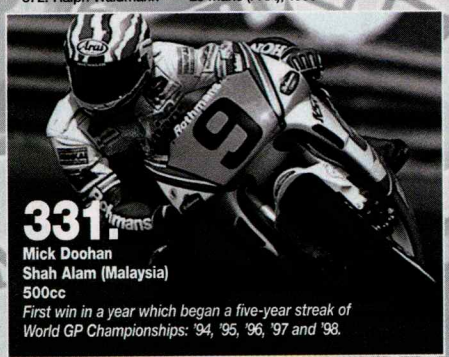
ITH A DREAM.

250. Carlos Cardus	Anderstorp (SWE), 1990	250cc
251. Hans Spaan	Brno (CZE), 1990	125cc
252. Carlos Cardus	Brno (CZE), 1990	250cc
253. Loris Capirossi	Hungaroring (HUN), 1990	125cc
254. Mick Doohan	Hungaroring (HUN), 1990	500cc
255. Loris Capirossi	Phillip Island (AUS), 1990	125cc
256. Wayne Gardner	Phillip Island (AUS), 1990	500cc
257. Noboru Ueda	Suzuka (JPN), 1991	125cc
258. Luca Cadalora	Suzuka (JPN), 1991	250cc
259. Loris Capirossi	Eastern Creek (AUS), 1991	125cc
260. Luca Cadalora	Eastern Creek (AUS), 1991	250cc
261. Luca Cadalora	Laguna Seca (USA), 1991	250cc
262. Mick Doohan	Misano (ITA), 1991	500cc
263. Noboru Ueda	Jerez (SPN), 1991	125cc
264. Helmut Bradl	Jerez (SPN), 1991	250cc
265. Mick Doohan	Jerez (SPN), 1991	500cc
266. Fausto Gresini	Misano (ITA), 1991	125cc
267. Luca Cadalora	Misano (ITA), 1991	250cc
268. Ralph Waldmann	Hockenheim (GER), 1991	125cc
269. Helmut Bradl	Hockenheim (GER), 1991	250cc
270. Fausto Gresini	Salzburgring (AUT), 1991	125cc
271. Helmut Bradl	Salzburgring (AUT), 1991	250cc
272. Mick Doohan	Salzburgring (AUT), 1991	500cc
273. Loris Capirossi	Jarama (SPN), 1991	125cc
274. Luca Cadalora	Jarama (SPN), 1991	250cc
275. Ralph Waldmann	Assen (NTH), 1991	125cc
276. Loris Capirossi	Paul Ricard (FRA), 1991	125cc
277. Loris Capirossi	Donington (GBR), 1991	125cc
278. Luca Cadalora	Donington (GBR), 1991	250cc
279. Luca Cadalora	Mugello (ITA), 1991	250cc
280. Helmut Bradl	Brno (CZE), 1991	250cc
281. Helmut Bradl	Le Mans (FRA), 1991	250cc
282. Loris Capirossi	Shah Alam (MLY), 1991	125cc
283. Luca Cadalora	Shah Alam (MLY), 1991	250cc
284. Ralph Waldmann	Suzuka (JPN), 1992	125cc
285. Luca Cadalora	Suzuka (JPN), 1992	250cc
286. Mick Doohan	Suzuka (JPN), 1992	500cc
287. Ralph Waldmann	Eastern Creek (AUS), 1992	125cc
288. Luca Cadalora	Eastern Creek (AUS), 1992	250cc
289. Mick Doohan	Eastern Creek (AUS), 1992	500cc
290. Luca Cadalora	Shah Alam (MLY), 1992	250cc
291. Mick Doohan	Shah Alam (MLY), 1992	500cc
292. Ralph Waldmann	Jerez (SPN), 1992	125cc
293. Mick Doohan	Jerez (SPN), 1992	500cc
294. Ezio Gianola	Mugello (ITA), 1992	125cc
295. Luca Cadalora	Mugello (ITA), 1992	250cc
296. Ezio Gianola	Catalunya (SPN), 1992	125cc
297. Luca Cadalora	Catalunya (SPN), 1992	250cc
298. Mick Doohan	Hockenheim (GER), 1992	500cc
299. Ezio Gianola	Assen (NTH), 1992	125cc
300. Alex Criville	Assen (NTH), 1992	500cc
301. Luca Cadalora	Hungaroring (HUN), 1992	250cc
302. Ezio Gianola	Magny-Cours (FRA), 1992	125cc
303. Fausto Gresini	Donington (GBR), 1992	125cc
304. Wayne Gardner	Donington (GBR), 1992	500cc
305. Dirk Raudies	Interlagos (BRA), 1992	125cc
306. Luca Cadalora	Interlagos (BRA), 1992	250cc
307. Jorge Martinez	Kyalami (SAF), 1992	125cc
308. Dirk Raudies	Eastern Creek (AUS), 1993	125cc
309. Dirk Raudies	Shah Alam (MLY), 1993	125cc
310. Nobuatsu Aoki	Shah Alam (MLY), 1993	250cc
311. Dirk Raudies	Suzuka (JPN), 1993	125cc
312. Kazuto Sakata	Jerez (SPN), 1993	125cc
313. Takeshi Tsujimura	Salzburgring (AUT), 1993	125cc
314. Doriano Romboni	Salzburgring (AUT), 1993	250cc
315. Dirk Raudies	Hockenheim (GER), 1993	125cc
316. Doriano Romboni	Hockenheim (GER), 1993	250cc
317. Daryl Beattie	Hockenheim (GER), 1993	500cc
318. Dirk Raudies	Assen (NTH), 1993	125cc
319. Loris Capirossi	Assen (NTH), 1993	250cc
320. Noboru Ueda	Catalunya (SPN), 1993	125cc
321. Max Biaggi	Catalunya (SPN), 1993	250cc
322. Dirk Raudies	Mugello (ITA), 1993	125cc
323. Loris Capirossi	Mugello (ITA), 1993	250cc
324. Mick Doohan	Mugello (ITA), 1993	500cc
325. Dirk Raudies	Donington (GBR), 1993	125cc
326. Kazuto Sakata	Brno (CZE), 1993	125cc
327. Dirk Raudies	Misano (ITA), 1993	125cc
328. Dirk Raudies	Laguna Seca (USA), 1993	125cc
329. Loris Capirossi	Laguna Seca (USA), 1993	250cc
330. Noboru Ueda	Shah Alam (MLY), 1994	125cc
331. Mick Doohan	Shah Alam (MLY), 1994	500cc
332. Takeshi Tsujimura	Suzuka (JPN), 1994	125cc
333. Tadayuki Okada	Suzuka (JPN), 1994	250cc
334. Mick Doohan	Jerez (SPN), 1994	500cc
335. Dirk Raudies	Salzburgring (AUT), 1994	125cc
336. Loris Capirossi	Salzburgring (AUT), 1994	250cc
337. Mick Doohan	Salzburgring (AUT), 1994	500cc
338. Dirk Raudies	Hockenheim (GER), 1994	125cc
339. Loris Capirossi	Hockenheim (GER), 1994	250cc
340. Mick Doohan	Hockenheim (GER), 1994	500cc
341. Takeshi Tsujimura	Assen (NTH), 1994	125cc
342. Mick Doohan	Assen (NTH), 1994	500cc
343. Noboru Ueda	Mugello (ITA), 1994	125cc
344. Ralph Waldmann	Mugello (ITA), 1994	250cc
345. Mick Doohan	Mugello (ITA), 1994	500cc
346. Noboru Ueda	Le Mans (FRA), 1994	125cc
347. Loris Capirossi	Le Mans (FRA), 1994	250cc
348. Mick Doohan	Le Mans (FRA), 1994	500cc
349. Takeshi Tsujimura	Donington (GBR), 1994	125cc
350. Loris Capirossi	Donington (GBR), 1994	250cc
351. Mick Doohan	Brno (CZE), 1994	500cc
352. Takeshi Tsujimura	Laguna Seca (USA), 1994	125cc
353. Doriano Romboni	Laguna Seca (USA), 1994	250cc
354. Tadayuki Okada	Buenos Aires (ARG), 1994	250cc
355. Mick Doohan	Buenos Aires (ARG), 1994	500cc
356. Dirk Raudies	Catalunya (SPN), 1994	125cc
357. Haruchika Aoki	Eastern Creek (AUS), 1995	125cc
358. Ralph Waldmann	Eastern Creek (AUS), 1995	250cc
359. Mick Doohan	Eastern Creek (AUS), 1995	500cc
360. Gary McCoy	Shah Alam (MLY), 1995	125cc
361. Mick Doohan	Shah Alam (MLY), 1995	500cc
362. Haruchika Aoki	Suzuka (JPN), 1995	125cc
363. Ralph Waldmann	Suzuka (JPN), 1995	250cc
364. Haruchika Aoki	Jerez (SPN), 1995	125cc
365. Alberto Puig	Jerez (SPN), 1995	500cc
366. Haruchika Aoki	Nurburgring (GER), 1995	125cc
367. Haruchika Aoki	Mugello (ITA), 1995	125cc
368. Mick Doohan	Mugello (ITA), 1995	500cc
369. Dirk Raudies	Assen (NTH), 1995	125cc
370. Mick Doohan	Assen (NTH), 1995	500cc
371. Haruchika Aoki	Le Mans (FRA), 1995	125cc
372. Ralph Waldmann	Le Mans (FRA), 1995	250cc



331.
Mick Doohan
Shah Alam (Malaysia)
500cc
First win in a year which began a five-year streak of World GP Championships: '94, '95, '96, '97 and '98.

373. Mick Doohan	Le Mans (FRA), 1995	500cc
374. Mick Doohan	Donington (GBR), 1995	500cc
375. Doriano Romboni	Jacarepagua (BRA), 1995	250cc
376. Emilio Alzamora	Buenos Aires (ARG), 1995	125cc
377. Mick Doohan	Buenos Aires (ARG), 1995	500cc
378. Haruchika Aoki	Catalunya (SPN), 1995	125cc
379. Alex Criville	Catalunya (SPN), 1995	500cc
380. Luca Cadalora	Shah Alam (MLY), 1996	500cc
381. Mick Doohan	Sentul (IND), 1996	500cc
382. Haruchika Aoki	Jerez (SPN), 1996	125cc
383. Mick Doohan	Jerez (SPN), 1996	500cc
384. Mick Doohan	Mugello (ITA), 1996	500cc
385. Mick Doohan	Paul Ricard (FRA), 1996	500cc
386. Emilio Alzamora	Assen (NTH), 1996	125cc
387. Ralph Waldmann	Assen (NTH), 1996	250cc
388. Mick Doohan	Assen (NTH), 1996	500cc
389. Ralph Waldmann	Nurburgring (GER), 1996	250cc
390. Luca Cadalora	Nurburgring (GER), 1996	500cc
391. Mick Doohan	Donington (GBR), 1996	500cc
392. Ivan Goi	Zeltweg (AUT), 1996	125cc
393. Ralph Waldmann	Zeltweg (AUT), 1996	250cc
394. Alex Criville	Zeltweg (AUT), 1996	500cc
395. Alex Criville	Brno (CZE), 1996	500cc
396. Ralph Waldmann	Imola (ITA), 1996	250cc
397. Mick Doohan	Imola (ITA), 1996	500cc
398. Tomomi Manako	Catalunya (SPN), 1996	125cc
399. Carlos Checa	Catalunya (SPN), 1996	500cc
400. Haruchika Aoki	Jacarepagua (BRA), 1996	125cc
401. Olivier Jacque	Jacarepagua (BRA), 1996	250cc
402. Mick Doohan	Jacarepagua (BRA), 1996	500cc
403. Max Biaggi	Shah Alam (MLY), 1997	250cc
404. Mick Doohan	Shah Alam (MLY), 1997	500cc
405. Noboru Ueda	Suzuka (JPN), 1997	125cc
406. Daijiro Katoh	Suzuka (JPN), 1997	250cc
407. Mick Doohan	Suzuka (JPN), 1997	500cc
408. Ralph Waldmann	Jerez (SPN), 1997	250cc
409. Alex Criville	Jerez (SPN), 1997	500cc
410. Max Biaggi	Mugello (ITA), 1997	250cc
411. Mick Doohan	Mugello (ITA), 1997	500cc
412. Noboru Ueda	Zeltweg (AUT), 1997	125cc
413. Olivier Jacque	Zeltweg (AUT), 1997	250cc
414. Mick Doohan	Zeltweg (AUT), 1997	500cc
415. Mick Doohan	Paul Ricard (FRA), 1997	500cc
416. Mick Doohan	Assen (NTH), 1997	500cc
417. Max Biaggi	Imola (ITA), 1997	250cc
418. Mick Doohan	Imola (ITA), 1997	500cc
419. Mick Doohan	Nurburgring (GER), 1997	500cc
420. Olivier Jacque	Jacarepagua (BRA), 1997	250cc
421. Mick Doohan	Jacarepagua (BRA), 1997	500cc
422. Ralph Waldmann	Donington (GBR), 1997	250cc
423. Mick Doohan	Donington (GBR), 1997	500cc
424. Noboru Ueda	Brno (CZE), 1997	125cc
425. Max Biaggi	Brno (CZE), 1997	250cc
426. Mick Doohan	Brno (CZE), 1997	500cc
427. Ralph Waldmann	Catalunya (SPN), 1997	250cc
428. Mick Doohan	Catalunya (SPN), 1997	500cc
429. Max Biaggi	Sentul (IND), 1997	250cc
430. Tadayuki Okada	Sentul (IND), 1997	500cc
431. Noboru Ueda	Phillip Island (AUS), 1997	125cc
432. Ralph Waldmann	Phillip Island (AUS), 1997	250cc
433. Alex Criville	Phillip Island (AUS), 1997	500cc
434. Daijiro Katoh	Suzuka (JPN), 1998	250cc
435. Max Biaggi	Suzuka (JPN), 1998	500cc
436. Noboru Ueda	Johor (MLY), 1998	125cc
437. Mick Doohan	Johor (MLY), 1998	500cc
438. Alex Criville	Jerez (SPN), 1998	500cc
439. Tomomi Manako	Mugello (ITA), 1998	125cc
440. Mick Doohan	Mugello (ITA), 1998	500cc
441. Alex Criville	Paul Ricard (FRA), 1998	500cc
442. Lucio Cecchinello	Jarama (SPN), 1998	125cc
443. Carlos Checa	Jarama (SPN), 1998	500cc
444. Marco Melandri	Assen (NTH), 1998	125cc
445. Mick Doohan	Assen (NTH), 1998	500cc
446. Tomomi Manako	Sachsenring (GER), 1998	125cc
447. Mick Doohan	Sachsenring (GER), 1998	500cc
448. Marco Melandri	Brno (CZE), 1998	125cc
449. Max Biaggi	Brno (CZE), 1998	500cc
450. Tomomi Manako	Imola (ITA), 1998	125cc
451. Mick Doohan	Imola (ITA), 1998	500cc
452. Tomomi Manako	Catalunya (SPN), 1998	125cc
453. Mick Doohan	Catalunya (SPN), 1998	500cc
454. Masao Azuma	Phillip Island (AUS), 1998	125cc
455. Mick Doohan	Phillip Island (AUS), 1998	500cc
456. Tomomi Manako	Buenos Aires (ARG), 1998	125cc
457. Mick Doohan	Buenos Aires (ARG), 1998	500cc
458. Masao Azuma	Sepang (MLY), 1999	125cc
459. Loris Capirossi	Sepang (MLY), 1999	250cc
460. Masao Azuma	Motegi (JPN), 1999	125cc
461. Masao Azuma	Jerez (SPN), 1999	125cc
462. Alex Criville	Jerez (SPN), 1999	500cc
463. Tohru Ukawa	Paul Ricard (FRA), 1999	250cc
464. Alex Criville	Paul Ricard (FRA), 1999	500cc
465. Alex Criville	Mugello (ITA), 1999	500cc
466. Alex Criville	Catalunya (SPN), 1999	500cc
467. Masao Azuma	Assen (NTH), 1999	125cc
468. Loris Capirossi	Assen (NTH), 1999	250cc
469. Tadayuki Okada	Assen (NTH), 1999	500cc
470. Masao Azuma	Donington (GBR), 1999	125cc
471. Alex Criville	Donington (GBR), 1999	500cc
472. Marco Melandri	Sachsenring (GER), 1999	125cc
473. Marco Melandri	Brno (CZE), 1999	125cc
474. Tadayuki Okada	Brno (CZE), 1999	500cc
475. Marco Melandri	Imola (ITA), 1999	125cc
476. Loris Capirossi	Imola (ITA), 1999	250cc
477. Alex Criville	Imola (ITA), 1999	500cc
478. Tohru Ukawa	Valencia (SPN), 1999	250cc
479. Marco Melandri	Phillip Island (AUS), 1999	125cc
480. Tadayuki Okada	Phillip Island (AUS), 1999	500cc
481. Noboru Ueda	Rio (BRA), 1999	125cc
482. Marco Melandri	Buenos Aires (ARG), 1999	125cc
483. Daijiro Katoh	Suzuka (JPN), 2000	250cc
484. Emilio Alzamora	Jerez (SPN), 2000	125cc
485. Tohru Ukawa	Le Mans (FRA), 2000	250cc
486. Alex Criville	Le Mans (FRA), 2000	500cc
487. Loris Capirossi	Mugello (ITA), 2000	500cc
488. Tohru Ukawa	Assen (NTH), 2000	250cc
489. Alex Barros	Assen (NTH), 2000	500cc
490. Valentino Rossi	Donington (GBR), 2000	500cc
491. Alex Barros	Sachsenring (GER), 2000	500cc
492. Emilio Alzamora	Estoril (POR), 2000	125cc
493. Daijiro Katoh	Estoril (POR), 2000	250cc
494. Daijiro Katoh	Rio (BRA), 2000	250cc
495. Valentino Rossi	Rio (BRA), 2000	500cc
496. Daijiro Katoh	Motegi (JPN), 2000	250cc
497. Masao Azuma	Phillip Island (AUS), 2000	125cc
498. Masao Azuma	Suzuka (JPN), 2001	125cc
499. Daijiro Katoh	Suzuka (JPN), 2001	250cc

500.
Valentino Rossi
Suzuka (Japan)
500cc

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The Yamaha YZF-R6 wins based on superb all-around balance, but the distance separating this hugely competent quartet is much closer than this photo suggests. You could throw a bandanna over 'em.

seals the deal. (But it may not for you, so keep reading.)

Enough about that for the moment; let's consider the bike's achievements. The GSX-R is the lightest here by a scant three pounds wet and makes the most power by some four horses. That's impressive in a class where the manufacturers scrabble for half a pound and tenths of a horsepower. More impressive is that the Suzuki manages these feats with what is essentially a GSX-R750 chassis (appropriately lightened) and a destroked 750 engine fitted with a similar version of Suzuki's dual-butterfly fuel injection.

This new engine trades with the Kawasaki (and, surprisingly, the R6) for maximum-torque honors in the midrange but begins really ripping by 8000 rpm. It's this high-end punch that actually makes the midrange feel a bit thin on the street. The injection system is so well-mannered that you just forget about it and ride the bike. The Suzuki ties with the Honda for best-gearbox honors.

Befitting its track orientation, then, the GSX-R's comparatively slow steering and longest wheelbase (equal to the ZX-6R's at 55.1 inches) make the bike feel utterly unflappable; so stable you could hop up on the tank or slide back on the tailsection in the middle of a buck-twenty corner and the bike would hardly notice. Our boy Norem, after plucking great quantities of the Kawasaki's seat foam out of his rear, hopped aboard the Suzuki and pronounced it a bike that he was "sure nothing weird would happen when cornering." Indeed, if your local road contains a series of ultrafast

Triumph TT600: Maybe Next Year?

KEVIN WING

WHEN TRIUMPH FIELDED THE TT600 LAST YEAR, IT INTENDED TO SNIPE SOME SALES FROM THE entrenched and highly fortified Japanese Supersport 600s. It didn't quite work that way, and Triumph, in essence, used 2001 to heal the TT's fuel-injection wounds. Meanwhile, the other 600 soldiers marched ahead, indomitable. That's why the TT was consigned to desk duty before this comparison. It's down on power, up on weight and priced more than these four 600s—and even with substantial refinements for 2001, we felt it simply wasn't ready for battle.

We have some good news for owners of 2000-spec TTs, however. Our millennium-model test bike (and long-term example) suffered self-inflicted wounds in the form of poor driveability. We got our familiar red-and-silver tester back after its tiny brain had been reprogrammed by the Sagem Scientologists. It's approximately 50 percent better. The infuriating cold-start ritual is no more and the bike's responses below 4000 rpm are much improved—still not quite up to class standards, but much closer. If you own a 2000 TT600, get to your dealer immediately for the new FI tune.

Rumors insist Triumph is working on a major engine tweak for its TT600 that will put the bike back in the hunt. ***—M.C.***

sweepers, you'll be virtually untouchable on the GSX-R.

This stability hurt the Suzuki on the tightest of our test roads. Upon this stage, the Suzuki needs you to commit to a line and live with your choices, while the two top finishers give you the option of altering the radius as necessary, with virtually no effort. In the same vein, the Suzuki's Tokico brakes aren't as immediate or reassuring as the binders on the Honda or Yamaha—though we know they're slightly better on the track.

We'll save one last bit of praise for the GSX-R's suspension, which is plush but controlled in the way only really high-quality components can muster. In this group, the Suzuki has among the very best of freeway rides, ironic considering the bike's back- and wrist-pain-inducing riding position. Ultimately, the littlest GSX-R's performance delta to the rest of the class is not as great as its liter bike brethren's is to the big-bore category. And so we're less willing to cut the bike slack on the ergonomic issue. Your mileage may vary.

HONDA CBR600F4i

Can you imagine the panic at Honda when the R6 debuted and beat up on the previously unwhippable CBR like a motorized Nelson Muntz? The 600 class *belonged* to Honda, with various iterations of the CBR600 outselling and outwinning every motorcycle launched against it. Then along comes this snotty little R6 and the game goes upside down.

Honda is not known for taking a drubbing idly, so the '01 CBR is substantially fortified and, as a result, notably reclocked from its previous role as a do-everything sportbike to a more track-pretending super-sport. The familiar engine receives internal modifications that will doubtless pay off for the Supersport competitors—double intake-valve springs and hardened valve seats, for example. A new injection system (similar to the 929's) debuts, breathing through a larger airbox and freer-flowing ram-air ducts. Downstream is an exhaust system that's intended to boost high-rpm power.

It's all typical hot-rodding stuff with a predictable outcome: The F4i is more powerful than the F4 at the expense of midrange and low-end grunt. In fact, the new bike trails the old by an average of three foot-pounds of torque up to 10,000 rpm. By the time the old horsepower curve has crested, the F4i is still gathering steam. Eventually, the power gain is less than one horsepower, but the F4i has substantially greater high-rpm headroom and over-rev capability than the F4. Racers will be happy but street riders will be less than sanguine about the gutted midrange.

On the chassis front, Honda stiffened the CBR's frame with extra ribs in the steering-head and swingarm-pivot areas and a host of smaller changes intended to make the bike a better track tool. Also fitted are 929-spec wheels and brake rotors. Although Honda doesn't say so specifically, we note decidedly

CBR929RR wheels and brakes grace the 600 this year while the black-painted aluminum frame has been strategically strengthened. A new, slimmer fairing cuts a smaller, more efficient hole through the atmosphere. The new instrument package is a mixed blessing. This is not the same dull, cushy F4 you know.

Honda CBR600F4i

firmer suspension calibration, especially in slow-speed compression damping. And even though the bike retains its over-the-clamp riser handlebars (they *seem* lower than before), the F4i's miserable excuse for a seat is taller than the F4's, making for a slightly more

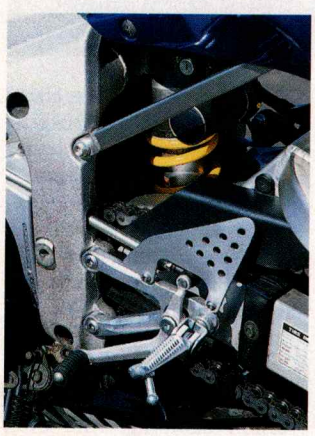
extreme riding position. (Still, it's no GSX-R.)

Theses changes help shift the bike's personality from a do-everything, happy-puppy of a motorcycle to a much more focused, serious mount. This is not the CBR you know and love; more like a good friend who's been hanging out at the gym and taking steroids—harder, edgier.

Yet one little part of the old bike's personality shines through the rippling new bodywork: that nearly telepathic, easily digested, seriously low-effort steering. Much like its 929 big brother, the F4i has the kind of steering response that makes the bike your friend after, oh, about the fifth corner. Heel the bike over and it tracks true, the suspension giving you a good read on the pavement and sending clear messages from the Michelin Pilot Sports. Need to dodge a hedgehog on the preferred line? No problem. Find gravel at the apex? Don't sweat it. The bike will perform—trust it. The Honda doesn't instill the utter confidence given by the Suzuki at ultrahigh speeds, but it's close.

In years past, we've dinged the Honda for taking the middle road—giving the CBR suspension that's not quite firm enough, brakes that aren't quite sharp enough and an engine that's not quite stout enough in the upper registers. Now the suspension's there, the new Nissin brakes are marvelous (just a half tick down from the stunning R6 pieces, and that's saying a lot) and the engine howls toward the redline.

So why doesn't the CBR win? First, the Yamaha is better. Not in big, universe-shifting ways but in myriad smaller ones. For example, the Honda has some minor glitches that are, in fact, quite unHondalike. The seat, as mentioned, is a stone. Firm and shaped for no ass we would recognize, the CBR's slippery perch left us wishing for the saddle of old. Plus, there's a substantial amount of engine heat billowing out from under the truncated side covers. Suspension calibration that's just right for the back roads retains a bit too much compression for a good freeway ride, and the engine is still as buzzy as ever in the cruising range. (This year's shorter gearing doesn't help.) The new instruments aren't a home run, either. The fussy low-fuel scheme seems totally overkill and some intern must have routed the clutch cable right over the odometer display. Tisk, tisk. Small items, sure, but just enough to diminish our overall impression.



Neatness and lightness abound: The R6's high-quality suspension rides within a compact, feathery chassis. A tidy cockpit packs the neatest instrumentation and best finishing touches. Mirrors are wider for 2001.

YAMAHA YZF-R6

Yamaha tweaked the YZF-R6 this year in an effort to stave off the CBR and GSX-R's advances, but it needn't have bothered. Sure, the rocket-boy taillights are neat and the idea of less weight is fine; alas, our 2001 bike was a pound heavier. But neither the CBR, even in revised F4i form, nor the GSX-R can touch the mighty R6.

Why? Because the Yamaha manages a nearly impossible balancing act. It's every bit as sporty as the GSX-R, yet it's not the least comfortable by any measure. It's the second-quickest in the group, yet it doesn't seem at all harried or muscle-bound.

Our main quibble is actually with the engine, and it's almost an infinitesimally small quibble at that. Yamaha aimed for maximum high-rpm thrust, so the R6's mill is just a bit lazy down low. This means you find yourself working through the notchy gearbox more than on the other bikes. But here's the deal with that: The R6 *loves* this kind of treatment—thrives on it, in fact. Whomp on

Yamaha YZF-R6

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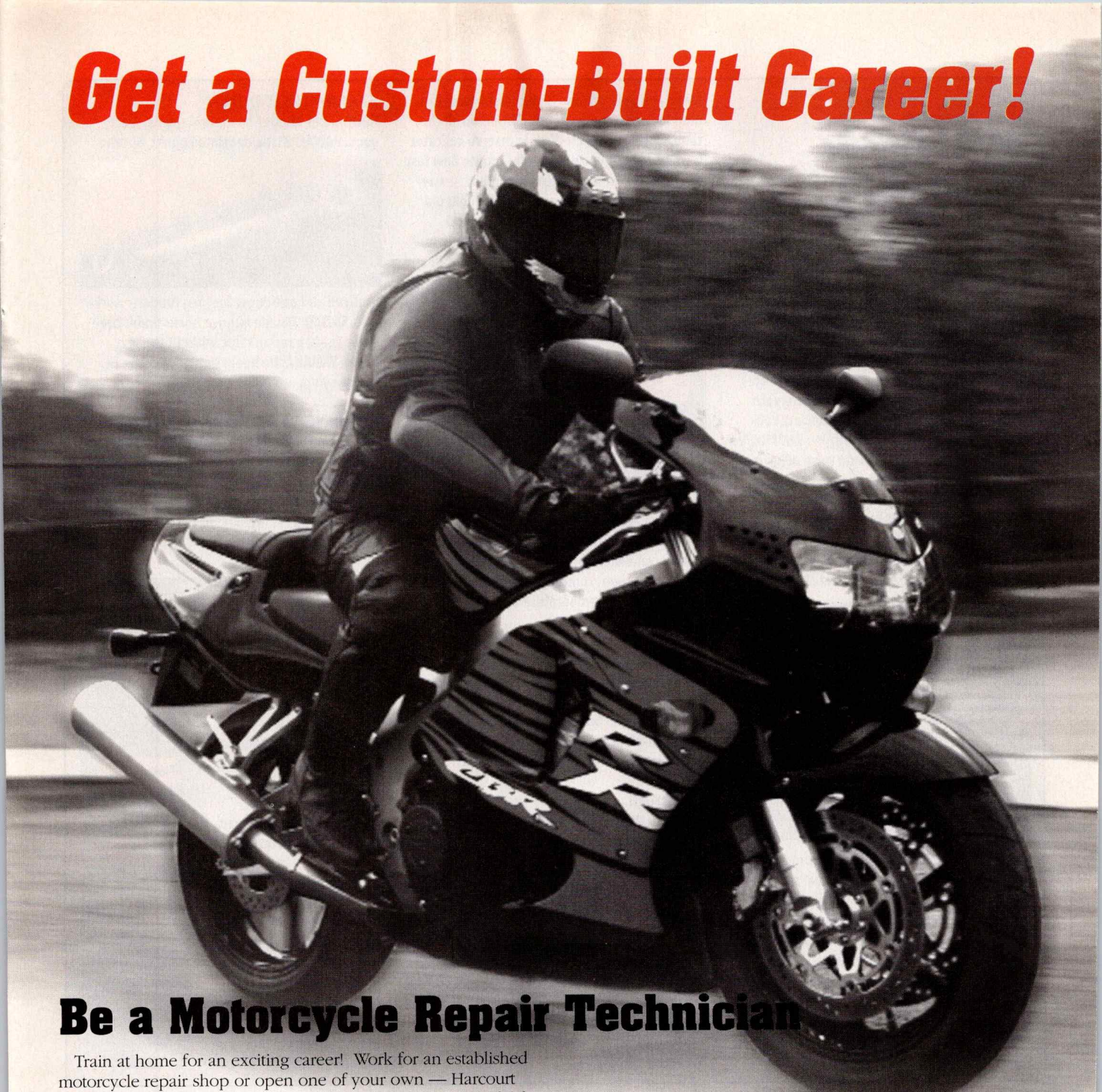

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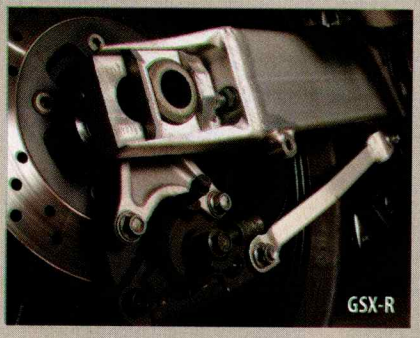
Details, Details

ENGINE MAINTENANCE AND ACCESSIBILITY

HONDA: Not too tight under there, and the fairing's pretty easy to remove. Valve clearances get checked every 16,000 miles. KAWASAKI: Decent room to work under the fairing, though some of the fairing fasteners are easy to damage—or maybe it's just us. Valve-adjustment interval is 12,000 miles. SUZUKI: Nothing untoward. Valve inspections come every 15,000 miles. YAMAHA: No troubles with the fairing. Longer valve-adjustment intervals (every 26,600 miles) are a bonus.

CHAIN MAINTENANCE AND TIRE REPLACEMENT

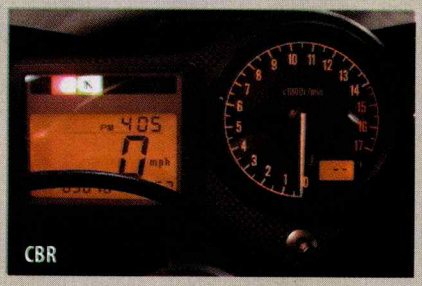
HONDA: No trackstand bosses, but the underside of the swingarm is reasonably flat. Bottom of



steering stem is partly blocked by horn, complicating the use of certain front-wheel stands. Head end of rear axle is uncaptured. KAWASAKI, SUZUKI and YAMAHA: Threaded ports for stand buttons for all, as well as captured axle heads. The Suzuki also uses captured wheel spacers. All have easy access to the bottom of steering stem.

INSTRUMENTATION

HONDA: Trick new instruments are generally a hit. Clutch cable blocks odometer, and the icons for low oil pressure and high coolant temp are hard to decipher at a glance. Clock is on all the time, which is nice. Block-style reserve indicator is counterintuitive and doesn't indicate how fast the reserve is actually being consumed—way too fussy. KAWASAKI: Analog speedo looks old but works like new. Single tripmeter. Clock shares display with coolant-temp readout. SUZUKI: Neat and tidy. Speedo display is nice and



big. Two tripmeters share display space with odometer and clock. Coolant-temp gauge is always on. YAMAHA: Just right. Digital speedo is fine. Clever display begins counting miles when the low-fuel light comes on. Dual tripmeters plus clock. Always-on temperature display.

MIRRORS

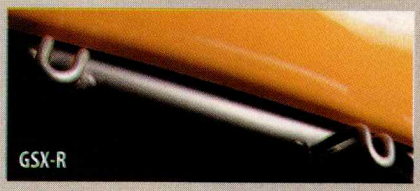
HONDA: Same old CBR mirrors mounted to narrower fairing. Sub par. KAWASAKI: Large and widely spaced but sometimes blurry. Acceptable. SUZUKI: Not bad but they look clunky. A passing grade. YAMAHA: Longer stalks for 2001 improve a marginal situation. Adequate.

STORAGE

HONDA, KAWASAKI, SUZUKI and YAMAHA: About the same. Small sandwich, flat kit or your wallet. Not much else.

STRAPPING IT DOWN

HONDA: Has bungee hooks and spools. Pretty good. KAWASAKI: No dedicated hooks, but the



grab rail and passenger footpeg brackets work fine. SUZUKI: Double bungee hooks under the side panels; packing's fine without the seat hump. YAMAHA: No hooks but, as with the ZX, you can work around the problem.

PASSENGER ACCOMMODATIONS

HONDA and YAMAHA: Smallish pads, straps only. KAWASAKI: Bigger seat, decent legroom and grab handles. The best here—but that's not saying much. SUZUKI: You mean there's a passenger seat under there? (Actually, it's in your garage... might as well leave it there.)

SUSPENSION SETUP

HONDA: Stepped rear-preload adjuster right out in the open. KAWASAKI: Threaded preload adjuster out back but reasonably accessible. Still a PITA. SUZUKI: Another threaded shock preload adjuster, with slightly less working room than on the ZX. YAMAHA: Ramped preload adjuster quite accessible.

FUEL PETCOCKS

HONDA: Nope, just the nutty low-fuel-warning system. KAWASAKI: Yes, indeed, but no gauge or warning light. SUZUKI: Just the light. No funny tricks. YAMAHA: Not here either, but the count-up tripmeter feature makes all the difference.

Cheers & Jeers

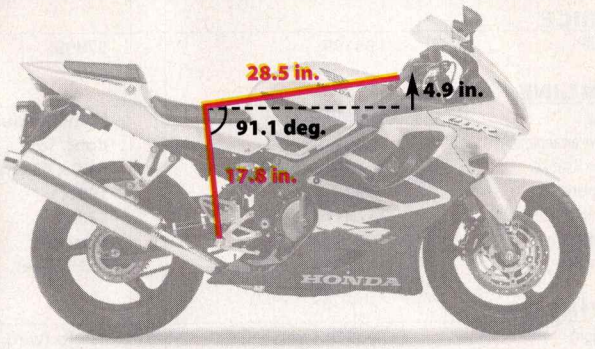
	HONDA	KAWASAKI	SUZUKI	YAMAHA	VERDICT
Engine	8	8	9	10	*Suzuki raises the 600-class horsepower bar while the R6 keeps on keepin' on; Honda pays in flexibility for more top-end*
Drivetrain	9	8	9	9	*Honda is closer than ever in shift feel and lack of driveline lash; Suzuki does not disappoint*
Handling	9	7	9	9	*Ranking depends on the kind of road: The Suzuki is the high-speed missile, while the R6 and CBR love the tight stuff*
Braking	10	8	8	10	*CBR's is much improved for 2001 while the R6's remains the class of the class; GSX-R's is great on the track, less so on the street*
Ride	8	8	9	9	*Taut R6 and supple GSX-R vie for Best of Show honors. More compression damping for the CBR hurts freeway ride*
Ergonomics	8	9	6	9	*Classic GSX-R conundrum: great on the track, not so much on the street. Kawasaki is a 10-second couch*
Features	8	8	8	8	*What you'd expect for the class, with nobody offering a big advantage. There's a minimum of unnecessary stuff*
Refinement	9	7	8	8	*Honda leads the class (again), but the R6 and GSX-R aren't far behind; suspension woes knock the ZX down a peg*
Value	8	9	8	8	*Kawasaki earns an extra point for newly reduced price; Honda is (marginally) the most expensive*
Fun Factor	9	8	8	10	*The Yamaha will let you do it all, while the Honda makes less-experienced riders feel like heroes*
Overall*	9	8	8	9	*Yamaha retains the crown but Honda is hot on the trail. Track-day mavens should buy the Suzuki and be done with it*

*Overall rating is independent and not derived from category scores.

Ergos Explained

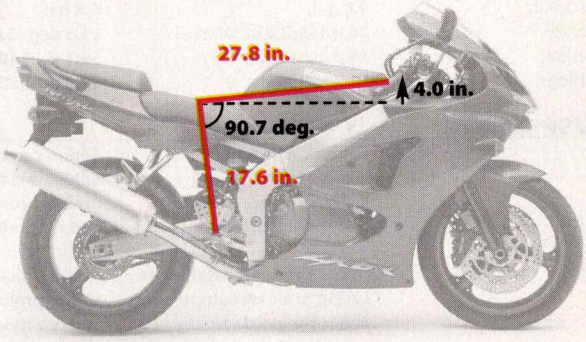
HONDA CBR600F4i

Although the Honda's chassis hasn't changed significantly, the new seat (which is slightly higher off the ground than before) influences the bike's ergonomics in a variety of ways. Mainly, the miserable butt pad reduces the effective handlebar rise from 5.2 inches on the F4 to 4.9 inches on the F4i. There's also more legroom than before, by eight tenths of an inch. Shifting the rider up slightly also has the effect of narrowing the included seating angle. In the end, the changes aren't dramatic; instead, the CBR feels just a bit sportier but still generally tame and welcoming. Were it not for the too-firm, awkwardly padded seat, this would be one of the most comfortable bikes here.



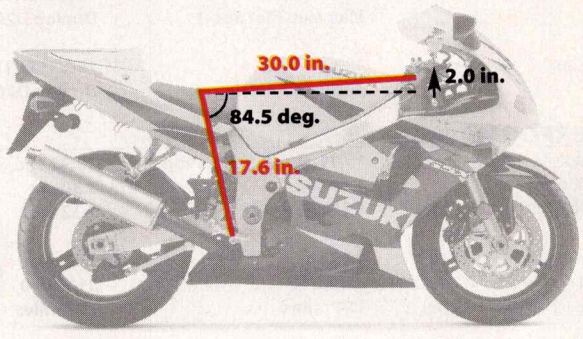
KAWASAKI ZX-6R

Status quo for the Kawasaki, and that's fine with us. The moderate handlebar rise puts just enough daylight between your wrists and knees to maintain good highway comfort, while also providing anchor points suitable for heavy back-road thrashing. Compared with the Honda, the ZX-6R feels longer from seat to steering stem, though the measurements say it's not; the CBR's new fairing fools you into thinking it's smaller. We're still not jumping for joy over the ZX's seat slant, which tends to drive riders into the back of the tank, but that's our only serious gripe. A nice compromise, in other words.



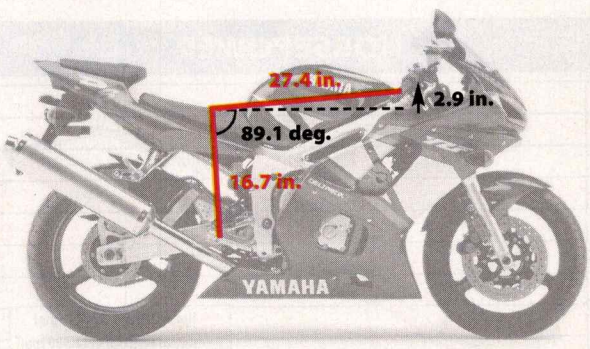
SUZUKI GSX-R600

Once more, Suzuki has based its 600 on the 750, thereby giving the middleweight the apparent bulk (however inconsiderable that would be on this new generation of bikes) of a three-quarter-liter model. At 30 inches from seat to bar, the GSX-R is again the most stretched-out of the current 600s, though the 2001 model has considerably more legroom than its predecessor: 17.6 inches compared with 16.9 inches. (Believe it or not, you can tell.) The lowest-in-class handlebar rise of two inches tells you how much of your weight will be carried by your hands.



YAMAHA YZF-R6

Yamaha subtly altered the handlebars on the 2001 R6, and we're not sure it's an improvement. With additional droop at the ends, the new bars give the bike less rise than before (2.9 inches next to the '00 bike's 3.5 inches) and a narrower included seating angle by 1.4 degrees. Not a lot of difference in raw numbers, but the result of the alterations is a sportier riding position that's still delightful for some of our testers but a definite step back for others. The R6's short reach to the bars continues to salvage the ergo picture, as does the superb seat.



it. Jam it into the rev limiter (when you eventually find it, thanks to the engine's 1000-rpm headroom over the next highest-revving powerplant) and keep the little engine's heart fluttering. It's all part of the game. Just when you think you ought to be easing up on the poor dear, it's in fact just getting warmed up. We can't say we notice any of the tweakage Yamaha applied to the R6 engine this year, and we're not worried about it.

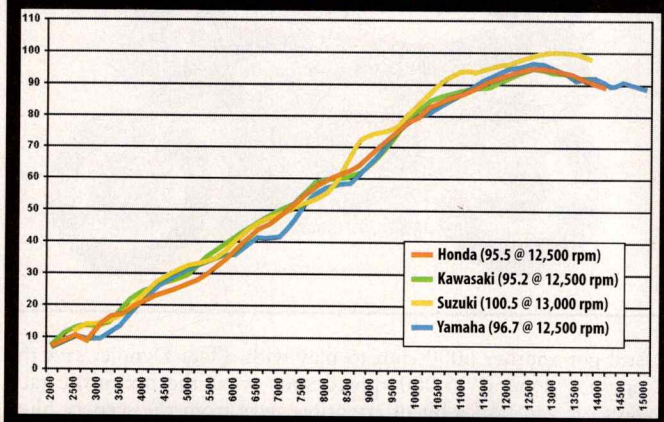
Demoted to second this time around in the acceleration race by the lighter, more powerful Suzuki, the R6 still manages to trounce the other two. But the numbers don't begin to relate how the bike feels when that 9000-plus-rpm rush begins and you know you've still got another 6000 rpm to play with. (The Dynojet says the engine's done at 15,000 rpm despite what the optimistic tach says.) If you take a bit of attention away from the scenery blurring in your direction, you might notice that the R6's four 37mm Keihins are metering the juice perfectly, or that the gear ratios are spot-on for this kind of accelerative nonsense.

So much for that. The R6's real beauty comes from the chassis. Like its R1 forebearer, the R6's level of feedback is unprecedented. You will understand the road surface in detail through your palms and the seat of your pants; you will know when the Dunlops start to slip; and you will know how far the suspension is compressing

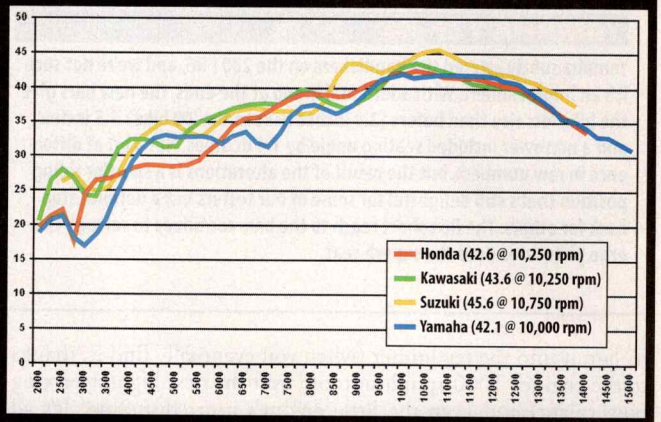
	HONDA CBR600F4i	KAWASAKI ZX-6R	SUZUKI GSX-R600	YAMAHA YZF-R6
PRICE				
MSRP	$8199	$7899	$7999	$7999
ENGINE				
Type	l-c inline-four	l-c inline-four	l-c inline-four	l-c inline-four
Valve arrangement	dohc, 16v	dohc, 16v	dohc, 16v	dohc, 16v
Bore x stroke	67.0 x 42.5mm	66.0 x 43.8mm	67.0 x 42.5mm	65.5 x 44.5mm
Displacement	599cc	599cc	599cc	599cc
Compression ratio	12.0:1	12.8:1	12.2:1	12.4:1
Transmission	6-speed	6-speed	6-speed	6-speed
Final drive	#525 chain	#525 chain	#525 chain	#530 chain
CHASSIS				
Weight	435 lb. (wet) 406 lb. (fuel tank empty)	435 lb. (wet) 406 lb. (fuel tank empty)	423 lb. (wet) 394 lb. (fuel tank empty)	426 lb. (wet) 399 lb. (fuel tank empty)
Fuel capacity	4.8 gal.	4.8 gal.	4.8 gal.	4.5 gal.
Rake/trail	24.0 deg./3.8 in. (96mm)	23.5 deg./3.6 in. (91mm)	24.0 deg./3.8 in. (97mm)	24.0 deg./3.2 in. (81mm)
Wheelbase	54.5 in. (1382mm)	55.1 in. (1400mm)	55.1 in. (1400mm)	54.3 in. (1379mm)
Seat height	31.7 in. (805mm)	32.3 in. (820mm)	32.7 in. (830mm)	32.8 in. (833mm)
SUSPENSION				
Front	43mm cartridge fork adjustable for spring preload, compression and rebound damping	46mm cartridge fork adjustable for spring preload, compression and rebound damping	45mm cartridge fork adjustable for spring preload, compression and rebound damping	43mm cartridge fork adjustable for spring preload, compression and rebound damping
Rear	single shock adjustable for spring preload, compression and rebound damping	single shock adjustable for spring preload, compression and rebound damping	single shock adjustable for spring preload, compression and rebound damping	single shock adjustable for spring preload, compression and rebound damping
Tire, front	120/70ZR17 Michelin Pilot Sport	120/65ZR17 Dunlop D207ZR	120/70ZR17 Dunlop D207ZR	120/60ZR17 Dunlop D207ZR
Tire, rear	180/55ZR17 Michelin Pilot Sport	180/55ZR17 Dunlop D207ZR	180/55ZR17 Dunlop D207ZR	180/55ZR17 Dunlop D207ZR
PERFORMANCE				
Corrected 1/4-mile*	10.71 sec. @ 126.65 mph	10.92 sec. @ 124.36 mph	10.69 sec. @ 126.62 mph	10.75 sec. @ 127.64 mph
0–60 mph*	3.13 sec.	3.30 sec.	3.17 sec.	3.33 sec.
0–100 mph*	6.87 sec.	7.32 sec.	7.00 sec.	6.94 sec.
Top-gear roll-on, 60–80 mph*	4.12 sec.	4.39 sec.	4.66 sec.	4.24 sec.
Fuel mileage (low/high/average)	33/46/40	31/48/40	30/49/44	32/44/41
Cruising range (exc. reserve)	154 miles	154 miles	169 miles	148 miles

*Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury)

HORSEPOWER



TORQUE



DYNO CHAT: Design orthodoxy, as you might imagine, produces excruciatingly similar products. Below 8000 rpm, you could throw a hankie over the entire group. The R6 dips in and out of the phalanx at lower rpm, as does the CBR. But once the GSX-R hits its stride at 8000 rpm, the game's over. With 3.8 more ponies than the R6 at peak married to a broad, sustained top-end rush, the Suzuki is the power king of the 600s.

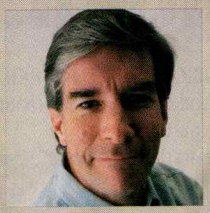
That gaping hole in the R6's torque curve at 3000 rpm is, amazingly, undetectable from the saddle. The CBR's lower-midrange doldrums, however, are not; it wakes from slumber by 6000 rpm and charges strongly to the redline. Shorter gearing for '01 helps mask the CBR's thinned midrange. As ever, the Kawasaki pulls strongly from the lower-midrange though its peak torque figure is still outshined by the Suzuki's.

Off the Record

norem
Age: 27
Height: 5 ft. 9 in.
Weight: 140 lb.
Inseam: 30 in.
Club you've been kicked out of: The Hair Club for Men

If you want the most radical 600cc machine ever invented, then by all means get an R6. Just be sure to stock up on fresh underwear on your way back from the dealership. Its peaky motor and too-radical steering geometry mean the R6 is by far the easiest bike in this group to scare yourself on—just ask my sphincter (send e-mail to josh's_sphincter@emapusa.com).

The ZX-6R and GSX-R are the oddball bikes in the group, being at opposite ends of the sport and touring spectrum. For me, the GSX-R is too track-oriented and uncomfortable, while the ZX-6R is too soft and touring-oriented. So, that brings us to the F4i, which is the most balanced motorcycle in this class—by a mile. For 99.9 percent of riders, it's just as fast as the other bikes in this group, but more confidence-inspiring and user-friendly than all of them put together. If you're as fast as Anthony "The Go Show" Gobert, the R6 will rock your world. But if you're like me, a.k.a. "The Slow Show," then the Honda is the bike to get. ***—Josh Norem***

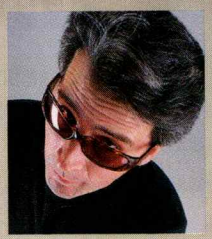


smith
Age: 49
Height: 5 ft. 10 in.
Weight: 185 lb.
Inseam: 31 in.
Club you've been kicked out of: The Auto Club

Honestly, I didn't consider myself a middleweight fan until recently. And I still feel the ready-when-you-are thrust of a full-liter engine makes an all-around happier road bike than a revvy 600. But the proliferation of riding schools and track days has opened my eyes to the user-friendly nature of modern 600 sportbikes and skewed my values where feel, layout and performance are concerned.

So to the "Which sportbike?" question, I immediately ask back: Whaddya gonna do with it? If we're talking street use almost exclusively, I could easily recommend the civilized ZX-6R. But for that duty, I'd stretch up to a longer-legged open-classer—an R1, or a Hayabusa.

But if we think there's some significant track time in the picture, and we're going to be dialing up any of the groups that organize recreational lapping sessions at local tracks, then a 600's more amenable balance of power and handling becomes compelling. And the track-ready focus of Suzuki's GSX-R becomes irresistible. ***—Kevin Smith***



burns
Age: 41
Height: 5 ft. 7 in.
Weight: 150 lb.
Inseam: 30 in.
Club you've been kicked out of: Daytona Coleslaw-wrestling Pit

What can I tell ya? The YZF-R6 became my favorite sportbike of all time shortly after its introduction, and I haven't found anything to unseat the little screamer yet.

The Honda comes closer than the Suzuki, surprisingly enough. The CBR turns and burns almost as rapidly as the Yamaha, but not quite—and the Honda's a mite choppy and hard of seat on long missions. The Suzuki's excellent ridden alone, but ridden alongside these two on darty roads it's a bit lethargic-steering. It wants to do racetrack warp 10 all the time, not so good for the street.

The ZX-6R loser is also a great bike, but, well, it and our R6 are in different leagues separated by about one full development generation. I love the R6's quick-detach subfender assembly come FastTrack Friday, the LED taillight and the fact that my favorite bike for roostin' is also almost as nice a commuter as the Kawasaki. I may yet forgive them for Pearl Harbor. ***—John Burns***

when you grab a fistful of the marvelous front brake. It's all there, talking back to you, chattering like a five-year-old hopped-up on ice cream and Snickers bars.

Funny thing, though. Some of our testers swear the R6 steers with less effort than the Honda, and some disagree. Maybe you can explain it with riding styles—the Yamaha loves a certain amount of body steering and peg weighting while the Honda is content to have you shove the bars around. Also, the Yamaha doesn't quite take to halfhearted measures. It wants you to toss it around—hard. In fact, the feedback from the bike at a relaxed pace is somewhat muddled, as though it needs a certain degree of seriousness to be happy; which explains why the R6 is not the more entry-level-oriented tool the Honda is.

For riders heavy and light, the R6's suspension amazes. It's compliant over sharp-edged bumps so that the chassis—with its least-in-class 81mm of trail and 54.3-inch wheelbase—never really feels nervous. Yet the suspension is also composed and taut. While we admit to fiddling with the Kawasaki's and Suzuki's settings (and, to a lesser degree, the Honda's), we settled down with near-standard settings on the R6 and never thought they needed improvement. Superior wheel control here, kids.

Strange as it may seem, the diminutive Yamaha was also a unanimous second to the lounger Kawasaki for covering distances. The seat's firm and fine, the handlebars, though low, are so close to you that the ergonomics are actually quite good. (Some of us aren't in love with the '01 bike's newly dropped bar ends, but what the hey....) The engine is reasonably smooth at highway speeds and the new, long-stalk mirrors give a slightly better view behind you than before. Sure, the small fairing doesn't offer a lot of wind protection—but neither does the new Honda's.

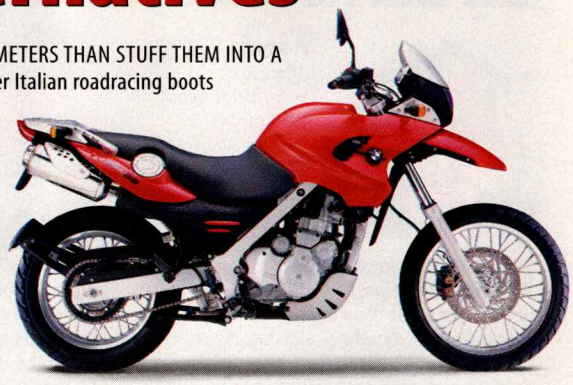
It's a hard package to beat. A very serious sporting motorcycle (a bike one of our most-jaded staffers dubbed the "sportiest stock streetbike I've ever ridden") wrapped in a surprisingly friendly and useful package: The YZF-R6 continues its reign as the benevolent ruler of the 600 class. MC

the 600 club

Fifteen Alternatives

By Tim Carrithers

YOU CAN DO MORE WITH 600-ODD CUBIC CENTIMETERS THAN STUFF THEM INTO A 430-pound plastic-wrapped package and chamfer Italian roadracing boots against the pavement. Whether you're partial to twins or singles, interstate or single-track, one of these 15 middleweights has it handled.



BMW F650GS $8100

Think of it as an *al fresco* alternative to BMW's X-5 Sport Activity Vehicle. No cell phone; no golden retriever; just a stout liquid-cooled, four-valve 652cc fuel-injected single in a 442-pound rookie-friendly package that even keeps experts happy in all but the most severe situations. Putting a 4.0-gallon fuel tank under the seat rather than in your lap lowers the mass center and adds agility. It is one of a handful of singles capable of going transcontinental if you are—and the only one available with ABS for $500 more than the standard model's $8100 sticker price. So for $8600, the F650GS Dakar adds beefed-up suspension, racier graphics and various other adventure-touring bits for those who like dirt...or just like to lie about it at Starbucks.

DUCATI MONSTER 600 $6199

Maybe you can't rationalize 10-large just to misbehave on a new fuel-injected Monster 900. However, if that Italian look is all you want, the M600 delivers it for $6199. Just don't expect anything monstrous in terms of thrust from the 652cc *desmodue* twin. The steel space-frame chassis is essentially identical to that of its 904cc sibling, but the lowest-priced Ducati does enforce certain sacrifices: rudimentary suspension bits, one 320mm front disc rather than the 900's two, and a five-speed gearbox in place of the M900's six-speed. Bottom line? There are plenty of ways to buy more performance on a $6200 budget, but only one way to buy a Ducati.

HONDA SHADOW VLX $4999

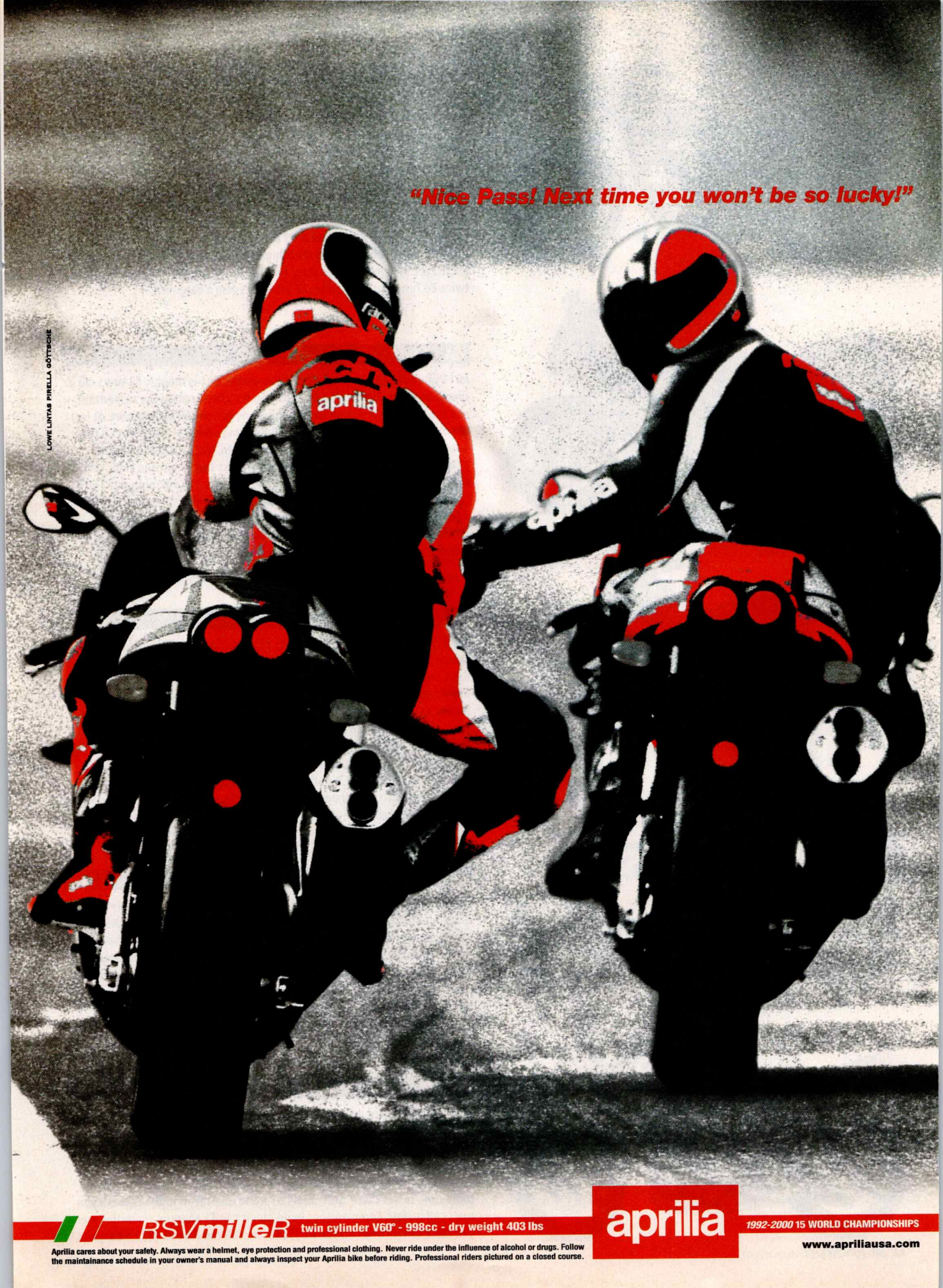
Although it has been puttering around American boulevards for a decade now, the original midsized, faux-hardtail VLX maintains a certain downscale retro-chic without looking stale. Innovation clearly is not part of the program here. The key numbers on the VLX spec sheet are an affordable $4999 sticker price, an accessible 27-inch seat height and a stretched 63-inch wheelbase that make Honda's most affordable Shadow look and feel like more than its 683cc. The liquid-cooled, 52-degree twin won't let you win many dragraces and ride quality is predictably average, but build quality is typical Honda—a.k.a. excellent. If you can spare an additional $300, the VLX Deluxe comes with more chrome color options.

HONDA XR650L $5499

You won't see any of Honda's aluminum-framed, liquid-cooled XR650R trickery here—yet. The 644cc, air-cooled axe is still the most dirtworthy big-bore dual-sport from Japan; and yet it hammers down the freeway comfortably at 70 mph wearing the same $5499 price tag it did last year. Electric starting cures the kickstart-anxiety endemic on some other big singles. The XR affords 13 inches of ground clearance and legitimate off-road suspension travel with a 37-inch seat height to test the vertically challenged. Slip into a set of knobbies and the big XR goes just about anywhere a real dirt bike can—just not as quickly.

KAWASAKI KLR 650 $4999

Go ahead. Dis' Kawasaki's ageless KLR as an over-the-hill dual-sport. It's your loss. With all the sex appeal of duct tape, the DOHC liquid-cooled, counterbalanced 651cc single is just about as versatile. Assuming your inseam is equivalent to its 35-inch seat height, you'll be happy to see the omnivorous single eat a potholed, clogged-up commute for breakfast, 300 miles of freeway for lunch and fire roads *al dente* for dinner—all for $4999. That price, however, comes with compromises: The 6.1-gallon gas tank that fuels epic adventures puts an unwieldy 35 pounds of unleaded between your knees around town, the single front disc wilts under abuse, and the seat is a prescription for monkey butt.



RSVmilleR twin cylinder V60° - 998cc - dry weight 403 lbs

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KAWASAKI W650 $6599

Welcome to a second Japanese translation of a 40-year-old British invention: complicated genealogy for an air-cooled vertical twin. Although corporate types exhume imagery of their luckless, late 1960s W1 650, Kawasaki engineers (thankfully) were more interested in late '60s Triumph Bonnevilles. Consequently, the W650 sounds, steers and looks more like the archetypal Bonneville than Triumph's own '01 interpretation. Heresy? Perhaps, but this one has an honest-to-Meriden kickstarter, nifty rubber kneepads and an LCD clock built into the cyber-Smiths speedometer. Nitpickers say its 473 pounds number 70 pounds more than a '69 Bonnie; we say "electric starter." Despite the extra heft, the 45 horsies charging forth from the W650's eight-valve engine are still good for the same low 14-second quarter-mile times as the twins Ed Turner used to make. At $6599, it's also a bargain.

KAWASAKI ZX-6 $7199

At 11 years old, the 2001 version of Kawasaki's ZX-6 is roughly 82 years old in sportbike years. But that's not all bad. So it's a little soft in the suspension, and the engine is a step or three behind any current 600 Supersport. At least the old boy still has ram air and an aluminum perimeter frame. And if the latest $7899 ZX-6R is more Ninja than you need, the ZX-6 shaves that to $7199 and keeps you more comfortable in most situations. The elder version's extra 53 pounds mean more on the spec chart at anything short of Ludicrous Speed, and softer suspension delivers a relatively plush interstate ride. With little niceties such as flip-up bungee hooks and a centerstand, the ZX-6 isn't really a slow 600 Supersport. Bargain hard because the recently reduced price on the ZX-6R will impact the non-R's value.

KTM DUKE II $8198

For deviants who'd rather eat twisty roads sitting up, KTM's Duke II is an X-Acto knife among soup spoons. At approximately 320 pounds dry, it is light and narrow enough to make a Yamaha YZF-R6 seem genuinely lardy. Armed with a wide handlebar, sportbike-spec rubber and Brembo disc brakes at either end, the 625cc single adds enough juice to leave orthodox racer-replicas tripping over their own feet on cruelly knotted pavement. Stacked headlights and 17-inch BBS alloy wheels add a satisfyingly wacky demeanor, but practical it is not. An electric starter absolves you of kick-start anxiety, but the 3.0-gallon fuel tank and some feisty vibration impede long-distance travel. Of course, $8198 sounds like a lot of money for such a specialty tool—until you ride one.

SUZUKI 600 KATANA $6299

Shortly after the dinosaurs cashed out, the 1988 600 Katana was born, ushering in Suzuki's answer to Honda's 600 Hurricane. Despite evolutionary improvements and Sci-Fi Channel bodywork, the ensuing 13 years have turned the old sword into a butter knife. The elderly 599cc air/oil-cooled lump feels wheezy pushing just over 500 fully fueled pounds, and cut-rate suspension bits make the Katana feel graceless at any clip beyond an easy trot. At just more than six grand, the ol' Katana's a decent all-arounder (though the $450-cheaper Bandit does more and costs less).

SUZUKI BANDIT 600S $5849

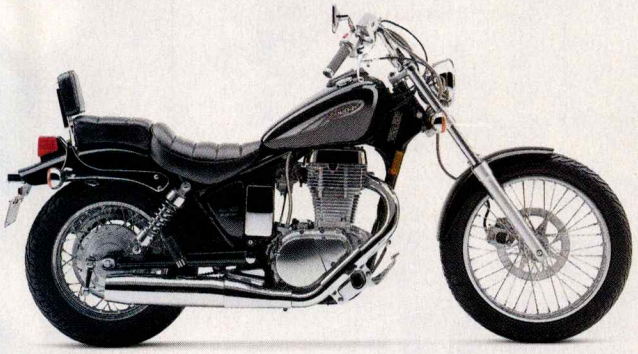
It's handsome, hard working, stable and extraordinarily thrifty. If you can learn to love all 510 pounds of it, plus fizzy freeway vibration and missing-in-action midrange power, the Bandit may be something you can live with. It's roomier than the average 600 sportbike, and steers predictably if not quickly. The 599cc V-four makes 73 horses at 10,750 rpm, even if it takes some time to get there. Still, mid-12-second quarter-mile times mean you can't call it slow. Conscientious build quality and generous amenities mean you can't call it cheap either. At $5849, we call the Bandit 600S a bargain.

SUZUKI DR650 $5449

Suzuki's smaller dual-sport bikes are fully prepared for the dirt, which means they're not the best solution for city dwellers. But the firm's big dualie, the DR650SE, has the compromises figured. At $5449, the DR is a smidge cheaper than the more dirt-oriented Honda XR650L but pricier than the more highway-friendly Kawasaki KLR650. Its air/oil-cooled, 644cc counterbalanced thumper makes competitive power and the chassis comes with good brakes and the requisite long-travel suspension. Good news for shorties: At its lowest setting, the DR's seat is just 33 inches from the ground, four inches closer than the XL's. With its split-down-the-middle personality, the DR may be the best choice among the big Japanese dual-sports for the rider who really does split time between tarmac and fire roads.

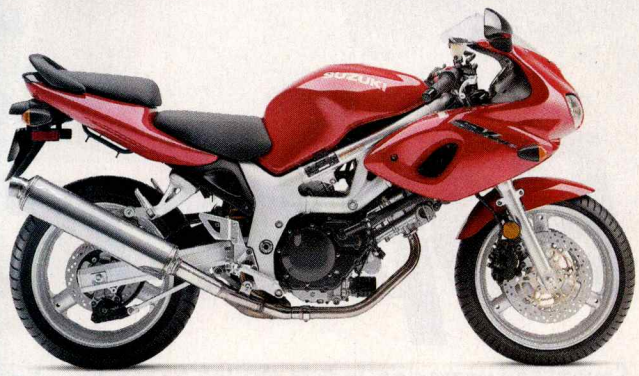
SUZUKI SAVAGE $4299

There's something about sitting 27.6 inches from the pavement on a seven-foot-long Japanese chopper, listening to the beat of a 652cc single. We don't know what it is, but Suzuki does. They call it the Savage, and have since 1987; the bike was on hiatus from '89 to '94. As with any single-cylinder apparatus, simplicity pervades. At 352 pounds dry, the Savage is exceedingly lithe, and simple to ride. Electronic ignition and belt final drive make it simple to maintain, and a $4299 sticker price that's gained $50 from 2000 makes it relatively simple to own. So, what's a Savage? Simple.



SUZUKI SV650/SV650S $5799/$6199

For about $2000 less than the price of an upper-echelon 600, Suzuki will sell you a swoopy little 645cc liquid-cooled V-twin that pushes its 428 pounds (wet) with 66 rear-wheel horses. Handling is sharp enough; sharper on the $5799 naked version than the half-faired $6199 S variant. The more softly sprung S also comes with taller overall gearing and a tighter ergonomic package. Either version is stingy enough with the unleaded to put 150 miles between fill-ups, though freeway travel is less wearying behind the S fairing. And either SV will filet a 600 or 750 Ducati. Score another one for the working class.



YAMAHA V-STAR CUSTOM/CLASSIC $5599/$5899

Yamaha's V-Stars present a striking optical illusion: inexpensive little V-twins that don't look like it. With a full 4.3 gallons of unleaded on board, the fat-fendered Classic ($5899) weighs 530 pounds, while the leaner-looking Custom ($5599) is actually five pounds heavier. There's a little more acceleration on tap than you'd expect from a mild, 649cc V-twin pushing this much motorcycle. The beauty of this misapprehension is neither bike feels nearly as heavy as it is. Thus, an agreeably squatty 27-inch seat height and accessible low-rpm power make the V-Star a newbie's best friend. Real shaft drive and imitation hardtail rear suspension make either one a lot of bike for less than $6000.

YAMAHA YZF600R $6999

If congeniality decided 600 shootouts, the YZF would win every time. Because flashy numbers are more significant, the 600 that was Yamaha's top gun in 1997 becomes a comfortable, capable noncombatant in '01. OK, so a 485-pound (wet) YZF is a lot heavier than a new R6, and 85.7 horsepower is underwhelming against a 100.5 hp GSX-R600. But for those of us who have made peace with the mythology of obsolescence, the elder Yamaha's compliant suspension, midrange torque and $6999 sticker price carry more weight. Ergonomics encourage extended play for the average five-foot-eight human. Strap on some soft luggage and three or four states from now the spec chart will hardly matter.

the 600 club

Popular Science

Honda's CBR600F2, introduced in 1991, jumped to the top of the 600 heap and remained there for several years.

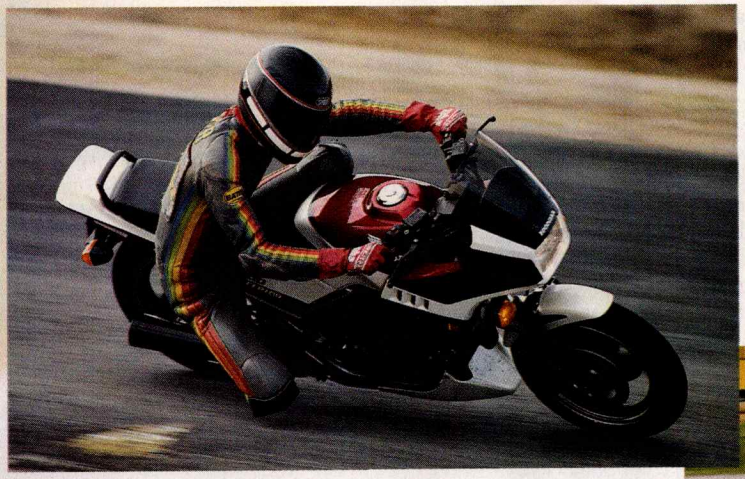
Seventeen years ago, lads in the lab began breeding budget-friendly middleweights with pure racebikes. See how they've grown. By Marc Cook

IN A PURELY SCIENTIFIC world—where everything is organized, marketing segments are split neatly and free electrons are truly free—middleweight sportbikes wouldn't be as good as they are. They would be merely "better" motorcycles, as the quality of hedge trimmers or waffle irons might be described in the Sears catalog: good, better, best.

That clearly segmented marketing philosophy survived for a long time, with the middle-displacement bikes—250cc when the big models were 500cc, 350cc when the ultimate was a 750cc, and so on—being cheaper, lower-performing, stripped-down versions of the high-profit-margin big bikes. The true middleweight soon had company as some manufacturers became masters of dicing the displacement ranks to give the buyer a bewildering array of choices. In 1982, to cite a somewhat recent example, Suzuki had bikes in 100cc increments from 450cc to 850cc, with at least two models of each. And yet it was always the assumption that the 750 was better than the 650, which in turn was a better motorcycle than the 550.

Rivers flow to meet the sea, dirt and plant life are redeposited, and, well, stuff happens. Along came a reces-

Yamaha's FZ600 (top left) was the company's second 600. It was, in fact, a home-market 400 stuffed full of 600 engine. Kawasaki's GPz550 (above left) was *the* hooligan's tool in '82; it was replaced by the high-tech Ninja 600 in '85 (above).



New-tech and high-revving, Honda's VF500F Interceptor (left) snarled and yapped at the bigger bikes until the Hurricane (right) debuted in '87 (shown here with a rain-drenched Butcher at Honda's Tochigi test track). Yamaha's FJ600 (below) was in fact the first full 600, circa '84.

sion and higher interest rates (and more responsibility-laden baby boomers) and with them a big slump in the bike market. The offerings converged in the classes and dedicated sportbikes began to emerge from the DNA of the standard-style motorcycle.

The middleweight class (as we know it) was born in '84. That year Yamaha gave us the first 600, the FJ600, basically a hogged-out Seca 550 with new bodywork. Technologically, the two-valve, air-cooled FJ was utterly ordinary, but it was a successful racebike (somewhat less so in the showrooms) and was fast enough to worry many 750s of the day. Most importantly, it set the displacement marker that everyone else would eventually be forced to follow.

The early '80s marked the coalescence of materials for a sort of middleweight big bang. Honda brought out the technically superior (if displacement-challenged) VF500F in '84, while Kawasaki was on the third year of the intensely popular GPz550. Suzuki had a new four-valve GS550 in there, too. In '85, Kawasaki responded with the Ninja 600 and the next year Yamaha rolled out the FZ600, basically a Japanese-market FZ400 with a stroked engine; it and the Ninja marked a shift from standard-esque sporty models to full-on sportbikes in the 600 class.

All important milestones for the 600 category, sure, but the sea change came as Honda blew in with the first Hurricane 600 in '87. Gone was the trademark V-four engine, replaced by a surprisingly conventional inline-four. That same year, the American Motorcyclist Association's 600 Supersport series was born; Doug Polen took the title aboard a Hurricane. The first CBR's appearance marked another turning point for the class. With performance equal to or better than 750s of the preceding generation, and exceptionally good track manners (particularly given its all-around utility), the CBR brought into general belief that a middleweight was a potent sporting tool, not just something you bought because you couldn't afford a literbike.

Ironically, one of the most successful sportbike manufacturers, Suzuki, didn't really join the Supersport 600 fray until '92, with the GSX-R600. (In '88, the original Katana 600, a fairly blatant Hurricane clone, arrived, but never challenged the Honda for sales dominance.) Orthodoxy had appeared, too. All of the top-line 600s wore spar frames (some in aluminum) and were powered by oversquare liquid-cooled four-valve-per-cylinder engines. By this time, most middleweights had brakes and suspension of equal quality to the literbikes' and engines with even higher specific outputs. They still had that cheap look next to 1000s, but that would change.

Not to say that the manufacturers didn't try some other designs. Starting with the dis-

The Insider's Take

PETE TERHORST, HONDA

"For all the manufacturers, the 600 Supersport class brings the riders in," says Honda's manager of motorcycle press, Pete terHorst. "So it's our chance to make the best impression we can about our product, and based on that impression, our chances of keeping them as a customer are the best they're ever going to be."

terHorst believes the class is so popular with new street riders because it offers the best balance of performance and price. "If you had a graph for value and performance intersecting, the 600 class is the sweet spot—unbelievable performance for the price."

Looking into his crystal ball, terHorst sees the market segmenting into two divisions: racebikes, and streetbikes. Whether or not Honda will continue to make one bike to please both crowds is a question heavily debated internally at Honda. "We're moving in a direction where segmentation makes sense," says terHorst. "If Honda can't be competitive in Supersport racing with one model, that puts a lot of pressure on us to create two bikes." ***—Josh Norem***

The Insider's Take

MEL HARRIS, SUZUKI

Mel Harris, the director of Suzuki's Motorcycle and Marine divisions, says the company is committed to the middleweight class simply because it's the biggest. "The 600cc class offers the broadest range of products and is the largest market by far," says Harris. Not surprisingly, Harris also sees the value of making a good first impression. "Most riders start in the 600 class and go up the line," he says, noting that "...everyone wants to ride the 1000, but you're better off starting with a 600cc bike." Indeed.

The 600 class is also popular because of its user-friendly reputation, he says. "When we first sold the SV650, we had a lot of people coming in that were wives or new riders who couldn't handle a bigger bike, but could handle the SV. Some people feel a 750 or 900 bike is too much, but the 600 produces enough horsepower to make you feel pretty proud." Alternatively, Harris stresses the importance of styling in the 600 class, noting that some riders may buy the GSX-R600 because they can "...drive down the street, and maybe make people think they have the 1000." ***—J.N.***

astrous Yamaha Vision 550, the OEMs through the '80s and '90s attempted to break the middleweight stranglehold of the CBRs, FZRs, ZXs and GSX-Rs. Honda tried the Hawk GT, a great motorcycle launched at exactly the wrong time; it was preceded by the VT500 Ascot V-twin with, of all things, a shaft drive. Trying to recapture the glory of the mid-1970s CB400F, Honda brought us the CB-1 in '89; priced just $300 less than the Hurricane of the time, it sank without a trace (but was a superb little street screamer).

Over at Kawasaki, logic prevailed. As the Ninja 600R was replaced by the first ZX-6, the company resurrected the idea of keeping last-generation's bike around as a budget entry; hence, the 600R remained in production through '96. Each new top-entry middleweight from Kawasaki was, while totally new in terms of hardware, basically a conceptual evolution. If it wasn't broken, the boys in green didn't fix it. Pretty much the same thing happened over at Yamaha, while Suzuki branched out by offering GSX-R, Katana and, eventually, Bandit versions in 600cc guise.

Today, as has been true for nearly two decades, the top-shelf 600-class Supersports are the best sellers by far. And it's not hard to understand why. By grasping the performance capabilities of larger bikes while maintaining compact dimensions—more compact with every passing year, in fact—the 600s bridge the gap from large beginner (i.e., not a 250) and budget bikes to the deadly serious liter-size sportbikes. The 600s perform so well in this role that many buyers never aspire to own a big-bore. Instead, they wait for the next great leap, the next increment of added performance from the coming batch of 600s. If history is a guide, they won't be disappointed. MC

The Insider's Take

BOB STARR, YAMAHA

Yamaha's national communications manager, Bob Starr, says middleweight motorcycles are "very special" to manufacturers, primarily because this class is where most riders find their first sportbike. "By offering what we feel is the best choice," says Starr, "it gives the buyer a reason to pick Yamaha so that they'll go on to purchase more Yamahas as they get older." Starr refers to middleweights as "catalysts," meaning they jumpstart a rider's passion for high-performance bikes. Starr says the class is also important because cash is king. "We sell more R6s than R1s," he says.

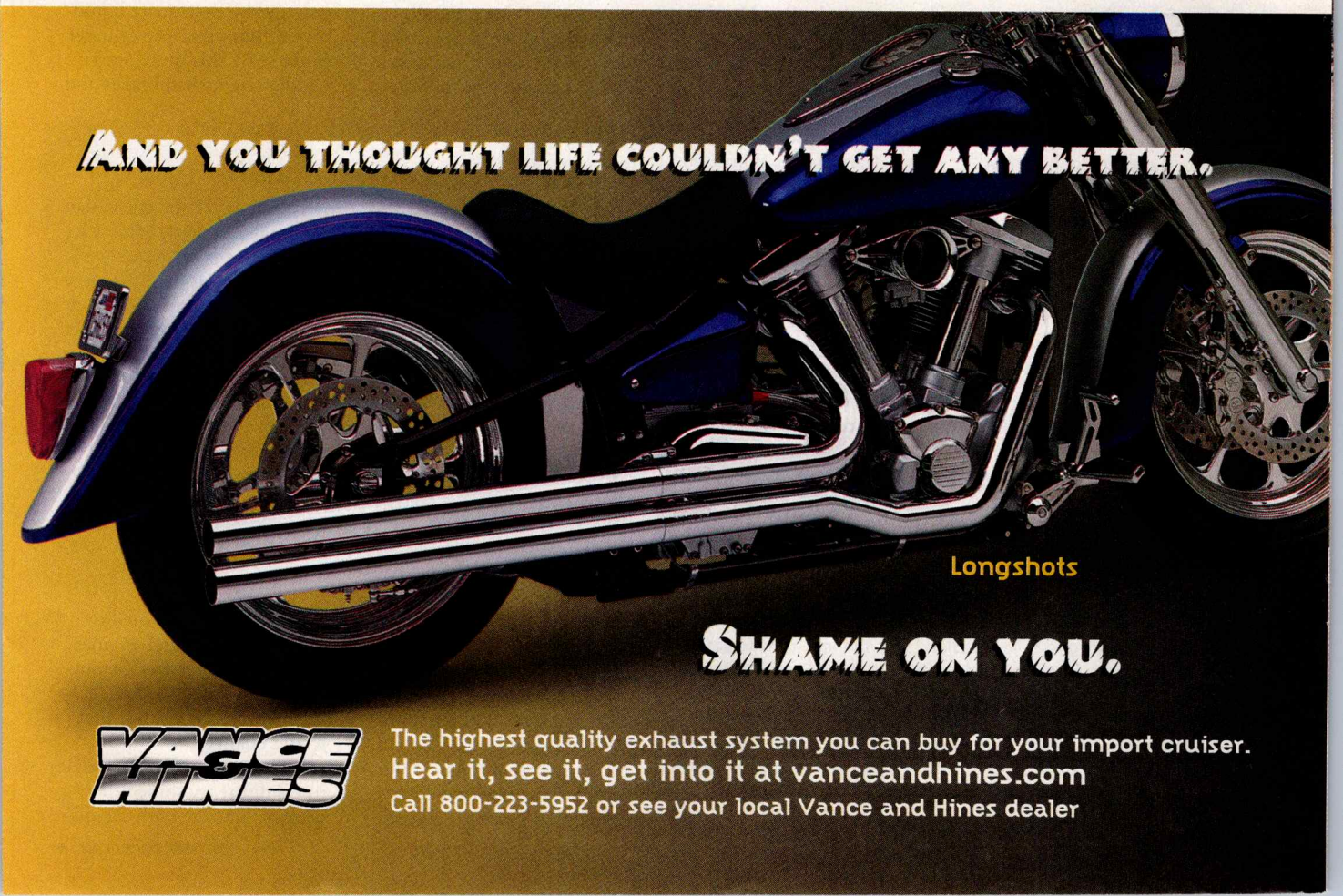
So where is the class headed? Starr doesn't predict any major changes in the near future. "You're going to see continual refinement down the road," he says, noting that Yamaha will continue to strive to make its middleweight bikes "a balanced package." —J.N.

The Insider's Take

DON BROWN, DJB ASSOCIATES

Industry analyst Don Brown, president of DJB Associates, attributes the class's growth indirectly to the baby boomers. "The industry's customer base is aging," says Brown, "which means that over the next 10 years the industry is going to have to rely on a younger rider, and this will generate more and more interest in the 600 class." Brown believes this up-and-coming group of riders, as well as aging motorcyclists looking to re-enter the sport, will also help spur the creation of new models in the standard class, such as the recently introduced Triumph Bonneville and Yamaha's FZ1.

The second reason for the surging popularity of the middleweight class, according to Brown, is cable TV. "It wasn't too many years ago when the only coverage you could find for 600 racing was in one of the magazines," he says. "But now you have instant coverage, and much more attention being paid to the top riders." —J.N.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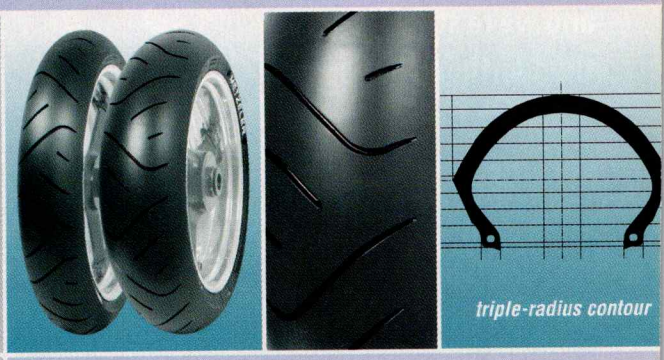

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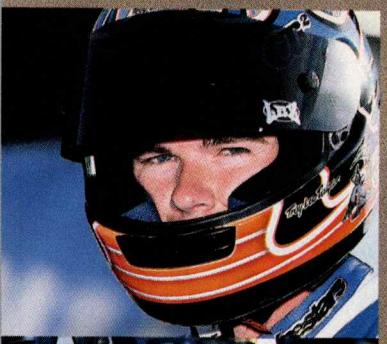


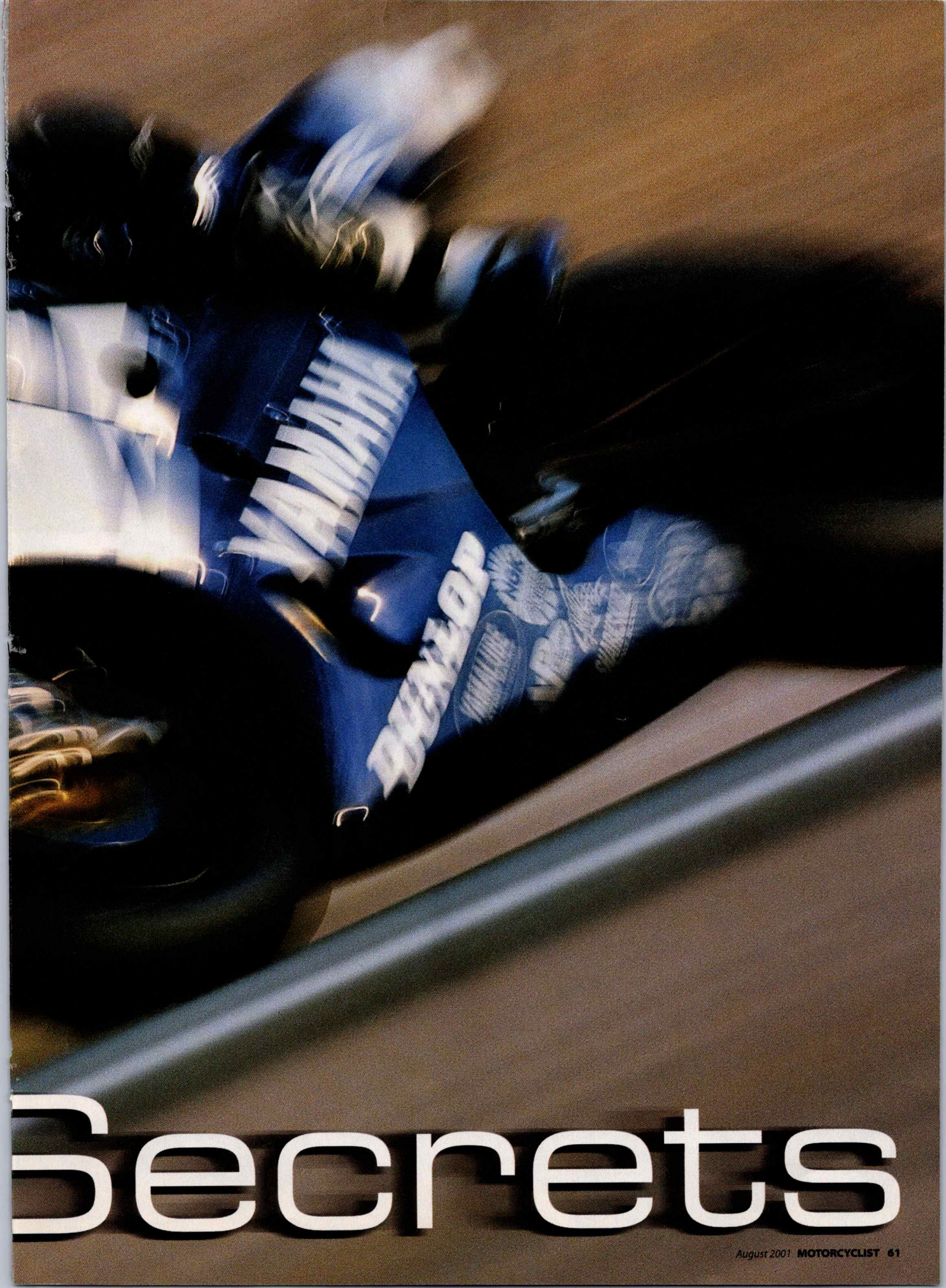
Racetrack schools and millions of laps a year and we're still slower than Anthony Gobert. Guess it's time to find out why

By John Burns

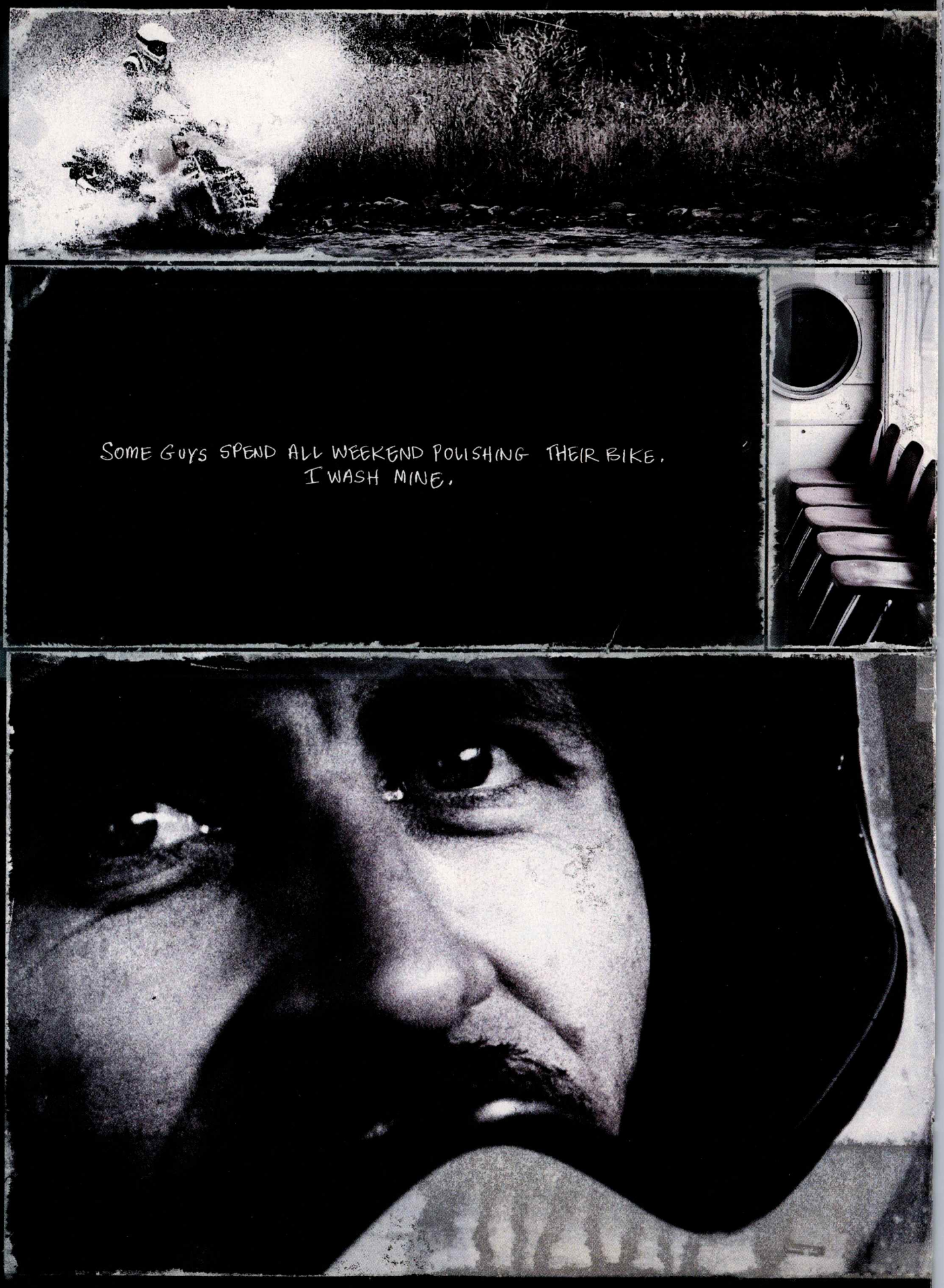
Photos By Kevin Wing

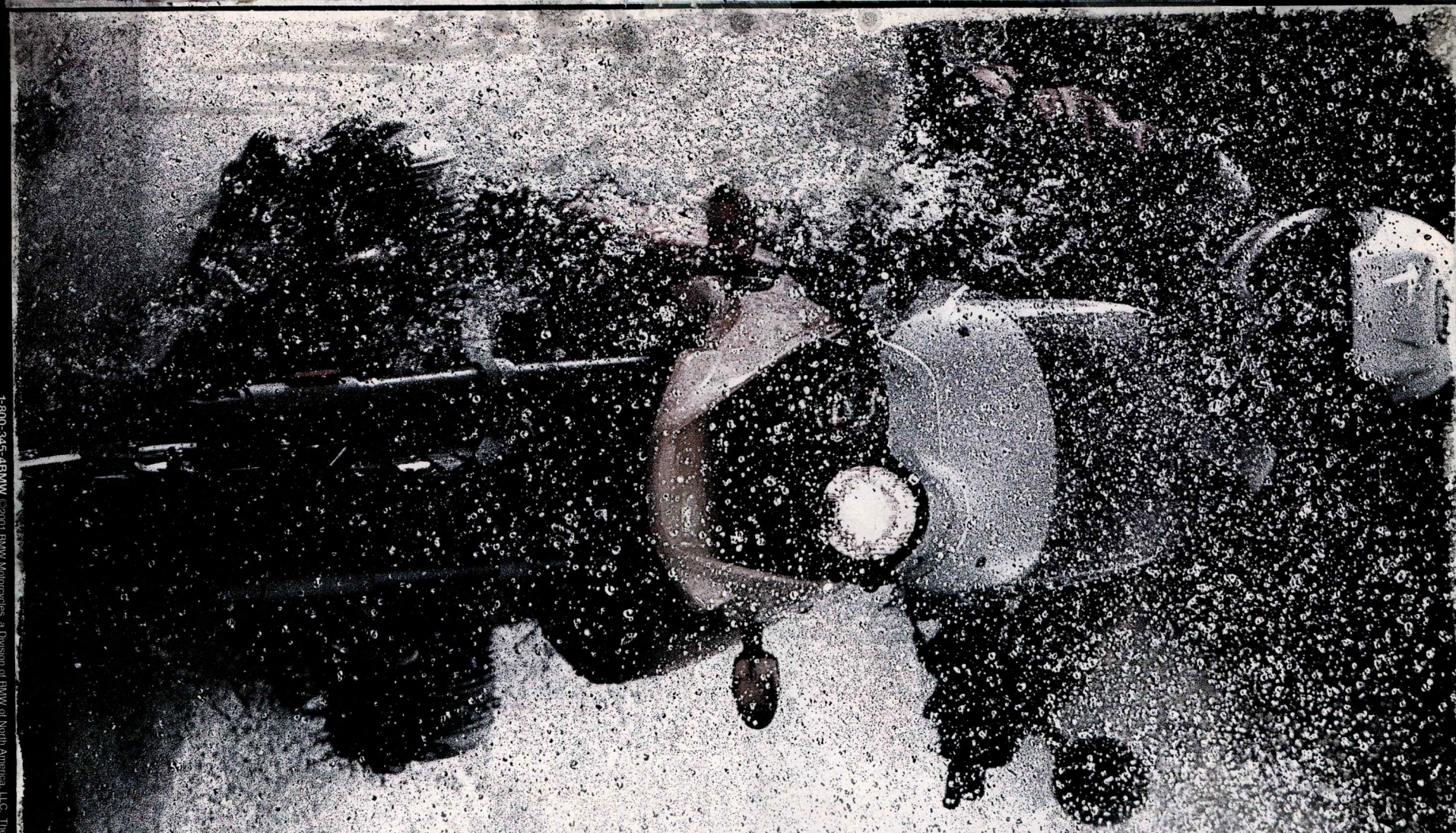
YOU'RE RIGHT. Some days we *do* have the world's best job. Take the one where Yamaha's Brad Banister invited us out to sport around on the racetrack with Anthony Gobert and Tommy Hayden on their 600 Supersport-spec YZF-R6s. Morning coffee was not our preferred Sumatran blend, unfortunately, but the lasagna Banister laid out for lunch made up for it. The Yamaha factory transporter provided plenty of shade—not that we needed much because the temperature was in the 70s all day—and there were just enough umbrella girls to take up the slack.

Speed S



Secrets


SOME GUYS SPEND ALL WEEKEND POLISHING THEIR BIKE.
I WASH MINE.



WHAT'S THE POINT OF HAVING A BIKE IF YOU AREN'T GOING TO RIDE IT? SURE, EVERYBODY ADMIRES A NICE SHINY BIKE, BUT COME ON, PUT IT TO USE. I'M SURE YOU KNOW THESE GUYS, THE ONES WHO TRAILER THEIR BIKES UNTIL THEY GET CLOSE TO THE RALLY, AND THEN RIDE THE LAST COUPLE MILES INTO TOWN LIKE THEY'VE BEEN TRAVELING HARD CORE FOR DAYS. SIMPLY PUT, YOU WANT TO BE A REAL RIDER? RIDE. IF YOU WANT TO BE A POSEUR, KEEP POLISHING. AND WHEN YOU'RE DONE WITH YOUR BIKE, I'VE GOT SOME SILVERWARE YOU CAN START ON.

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Top: Gobert and the boys have a chuckle over the computer-generated graphs. Boehm looks on with concealed horror, ego crushed. For this exercise, we used but a portion of Yamaha's extensive data-acquisition hardware to help pinpoint where Gobert is fast (and Boehm is not). Data acquisition uses a small, bike-mounted computer that receives inputs from various sensors, including wheel speed (front and rear), engine speed, throttle position and suspension movement; during racebike development, teams use many additional sensors. The data are downloaded to a trackside laptop or radioed to Uranus. Middle: Big Fear Corner. Gobert gets down to business through Turn Five. Bottom: In the same turn, Boehm is, um, less aggressive, thinking of what's for lunch and pondering his mortality.

We had a perfectly good pretext for all this, too: We wanted to see how the really fast guys—Anthony Gobert in particular—go so dang fast. The miracle of data acquisition makes it possible to see precisely how and where a guy like Gobert, who's turned the second-fastest motolap around Willow Springs, at 1:19.206 in 1999 on a factory Ducati, is different from the rest of us. (Steve Rapp went 1:19.029 last season, also on a Ducati.) If you were one of the few men in the world able to keep up with Gobert, you might pick up a few pointers, but then you wouldn't need them, would you? All I know is that it's an amazing and mystifying experience to be dragging knee through a fast corner at Willow with the exhaust can bouncing off the asphalt occasionally, hard on the gas and with the little Scotsman in your head saying *she'll nae take much more a' this abuse*, only to have Gobert's dorsal fin casually ride 'round the outside with five or 20 mph in hand—a shark circling a dead-in-the-water dinghy.

Clearly, we are involved in different sports.

The idea going in was to compare and contrast fast laps by a reasonably quick roadracer to Gobert's times and see where the differences lay. Comparing my laps to Gobert's would be like comparing the *Mona Lisa* to a cave painting, filet mignon to a tube steak—so we exhumed Editor Mitch Boehm from his lavishly appointed executive suite to act as a one-man control group.

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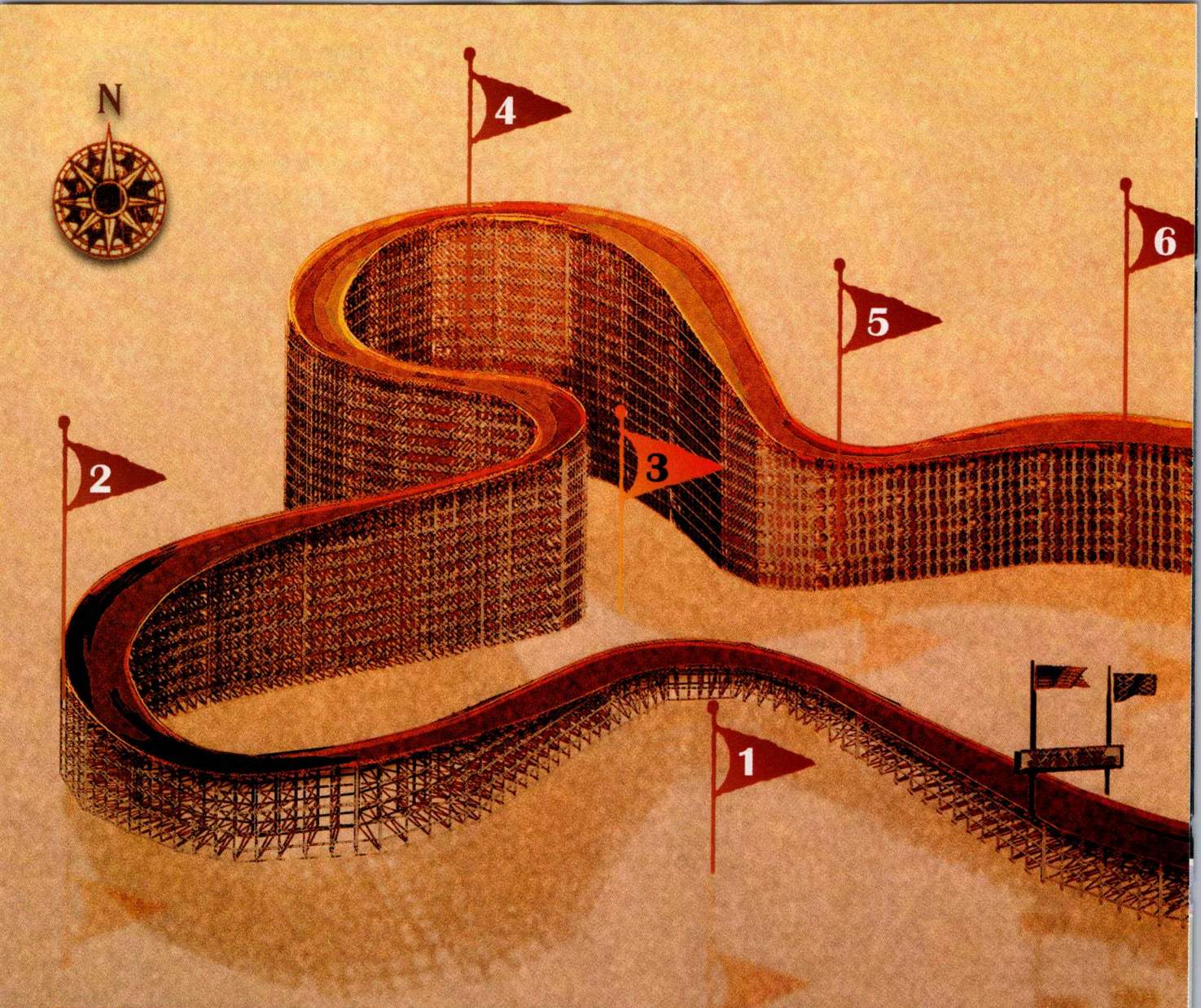
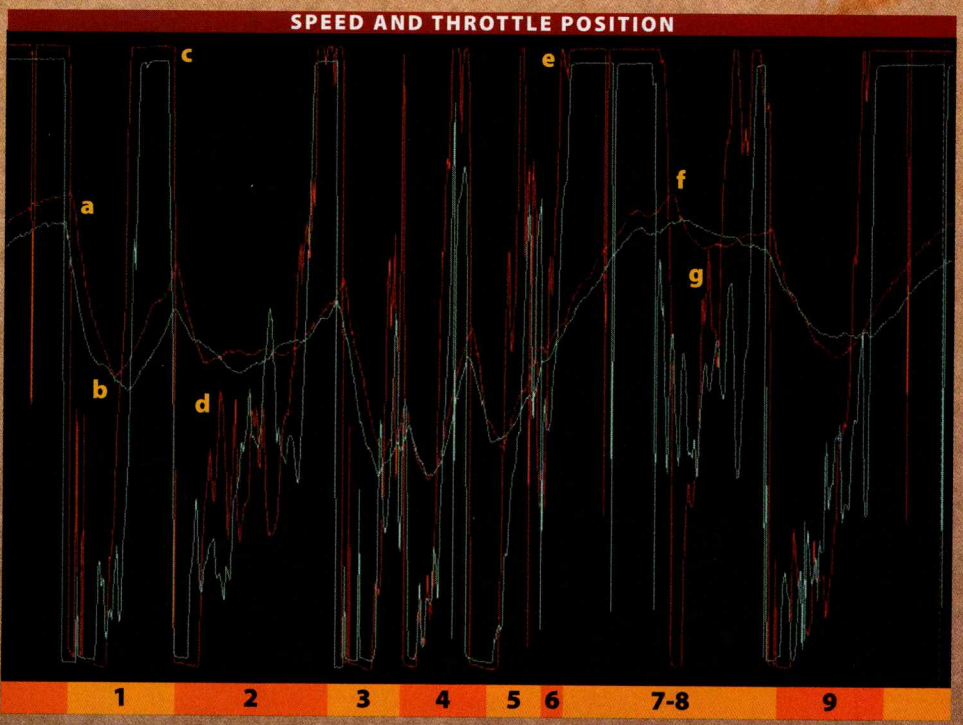


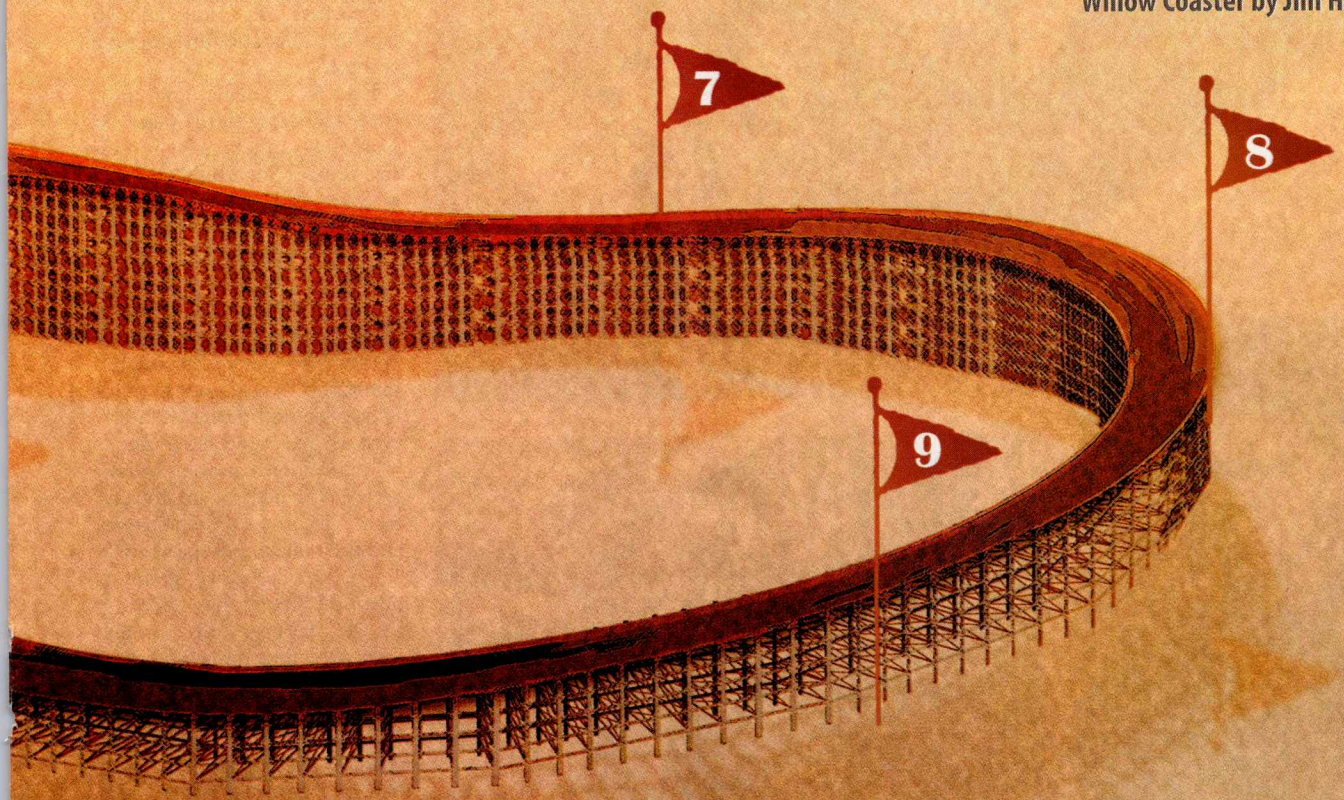


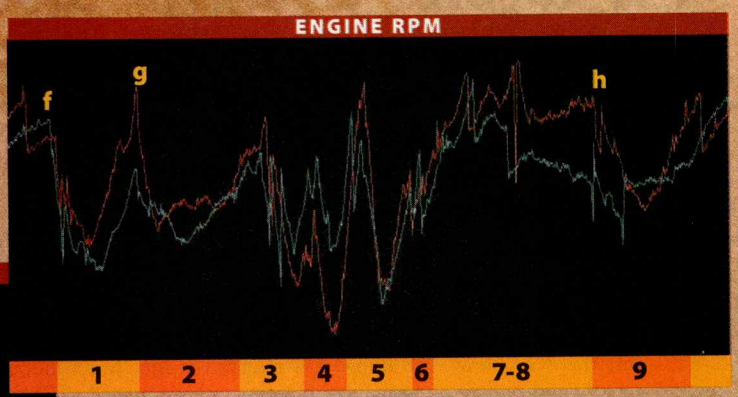
This graph represents two channels of information—throttle position and vehicle speed—for Gobert (red) and Boehm (blue), overlaid and indexed to the same piece of track. The traces with the big swings—very high, very low—are throttle position, with wide-open-throttle (WOT) depicted at the top. The shallower-amplitude wavy line is bike speed.

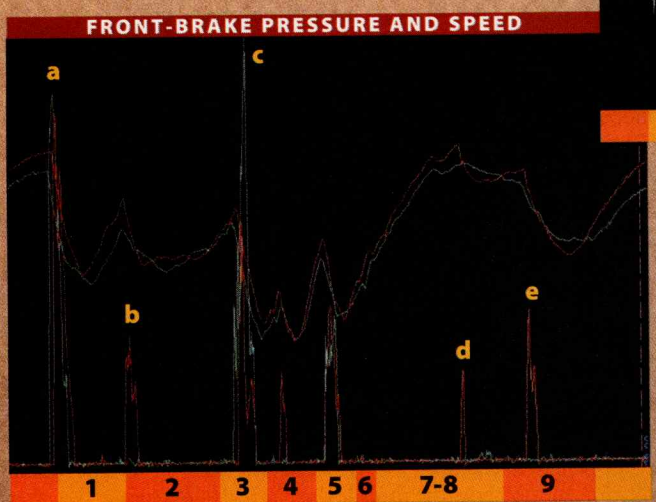
The speed trace shows how much more speed Gobert's carrying into Turn One (**a**). Gobert rolls past the apex four mph faster (**b**), then gets on the gas sooner (**c**) for the drive out. Gobert's ability to search for the limits of rear-tire grip is evident through Turn Two as he modulates the throttle (**d**), while Boehm has the throttle just cracked open to settle the bike and only gets on it when the exit's in sight. Down off the hill onto the back straight, Gobert is on the gas earlier and stays on it later (**e**), which gives him enough speed (**f**) that he needs to brake slightly for Turn Eight (**g**).

WILLOW SPRINGS

Willow Coaster by Jim Hatch



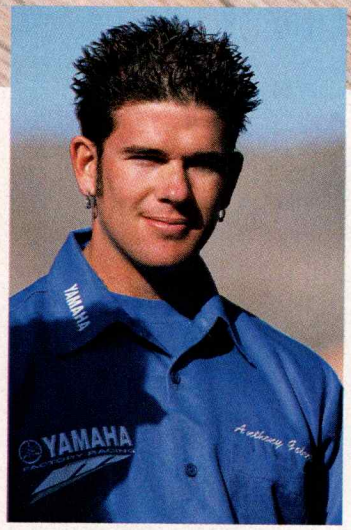




Left: In this graph, the sharp vertical traces are front-brake pressure, again plotted with speed. On the entry to Turn One (**a**), Boehm grabs a fistful of brake while Gobert's using some rear to actually decelerate harder. Then, amazingly, into Turn Two, Gobie swabs the brakes (**b**) to set his entry speed—necessary because he's going faster. Entering Turn Three (**c**), The Butcher once again paws the lever much harder than Gobert. Braking into Turn Eight and Nine (**d,e**)? Yep, Gobert does and Boehm doesn't—again, he has to due to his higher entry speed.

Above: Here's engine rpm. Gobert is going so much faster down the front straight that he's able to use a higher gear (**f**). And that extra speed he's carrying into Turn Two equates to higher rpm (**g**) and more power for the exit. Finally, the transition from Turn Eight to Nine shows Gobert's harder charge as he holds a heap o' revs over Boehm (**h**).

He's a new man with the same old speed. Gobert has his hair combed and his act together for 2001, and with the formidable backing of Yamaha is expected to do big things. For starters he whipped The Butcher into shape, then went on to a double 600/Superbike win at Sears Point.



Historically, Boehm goes ridiculously fast for a big guy (especially so when there's a Republican in the White House). Gobert was understandably not super-enthused about sharing trade secrets with the rest of the motorcycling world, but loosened up as he warmed up, observing that it's one thing to tell somebody how to cut a fast lap, and quite another for them to actually *do* it. Besides, Gobert reckons, the one or two competitors who might benefit most probably don't read much anyway.

In contrast, according to those tuners who've worked with him, Gobert is a thinking rider who knows what he wants from a bike and how to get it. He doesn't fall off much, either. And say what you will about his well-publicized personal problems over the last few seasons; the "Go Show" we know is a reserved-at-first but quickly friendly and polite young man who seems to have turned toward the light. It was tough, he says, to live with the sudden fame and accompanying fishbowl when you were accustomed to being a rowdy 20-year-old Australian kid much like all the others. Anyway, the puffy Gobert of before has been replaced by a lean, fit, focused version whose 180 pounds of muscle have him at a power/weight disadvantage compared with some other pilots in the 600 class—but not against 225-pound Boehm (a.k.a. "The Butcher"), and that's without leathers and a helmet.

Part of Gobie's Yamaha deal is that he race the 600 Supersport class as well as Superbike, something he was reluctant to do at first, thinking it would distract him from the premier class. That's changed. "Every time I've ridden it," he now says, "I've liked it. Everything's a bit lazier than a Superbike, but there's enough power to spin the tire, wheelie off corners...I've done enough laps to realize the fun potential is there."

Fun for Yamaha, too, now that Gobert's third place at Daytona—and hugely impressive double Superbike/600 win at Sears Point—have him tied with Honda's Miguel Duhamel for the 600-class lead.

On with it, then.

Turn One

Not to overstate the obvious, but the reason Gobert goes so quick is because he rides faster nearly everywhere around the track.

"I take more car lines. Motorcycle guys tend to go in, stop and turn. I like to use the whole track and keep the corner speed up."

Not slowing down so much obviously leaves less speed to recover. Gobert rolls through Turn One four mph faster than Boehm. It doesn't seem like much, but it's actually equivalent to a person walking past you at a brisk pace. The other benefit of speed, made clear from the data system's rpm trace, is that more speed is equal to more revs, and has the R6 further into its powerband—literally a vicious cycle. Not only does Gobert have big momentum at the exit, he also has more horsepower.

You can't really see it from the saddle, but the first corner has a pretty positive camber, and Gobert knows that makes it less likely he'll lose the rear end with too much throttle.

"I keep it out wide as long as I can before I tip it in...otherwise you wash off too much speed midcorner. Then I get on the power early and run it out to about a foot from the edge."

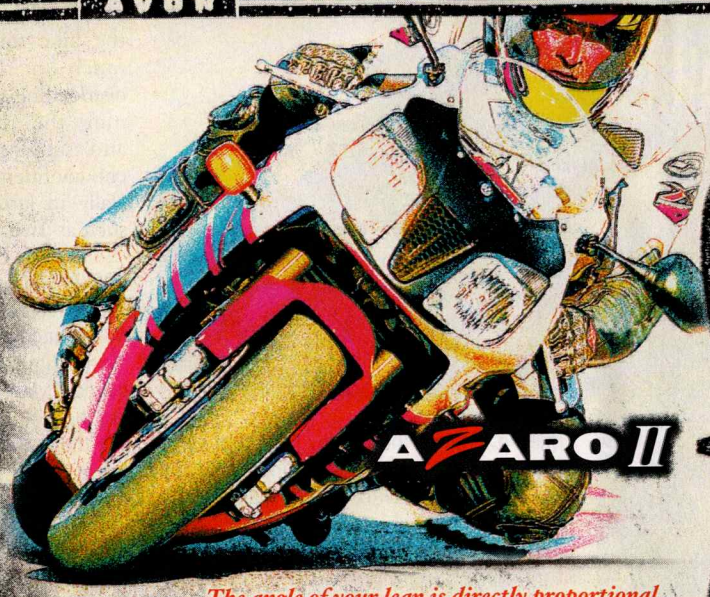
While Boehm tentatively gets the throttle open again, Gobert has already been at WOT (Wide Open Throttle) and is gone.

BOEHM'S TAKE: The differences between Pretend Racers (me) and Real Racers (Gobert) are apparent right off: Gobert is more comfortable on the bike than I, and way more comfortable riding it at its limit. His sense of traction—combined with his understanding of the bike's limits—means he can squeeze significantly more grip from the rear tire at the exit, and literally explode toward Turn Two. Conversely, I'm going "Ooohhh, ooohhh" through the corner, and praying I don't high-side at the exit. I'm a wimp.

Turn Two

Carrying those four extra mph into Turn One, opening the throttle 20 or 30 feet sooner on the way out and pulling some 50 fewer pounds has Gobert arriving at Turn Two with nearly 12 more mph than Boehm. Look no further as to the reason why Gobert needs a quick tap of the brakes as he tosses the bike on its side, while Boehm simply shuts the throttle—eight to 10 feet sooner. Let that

AVON



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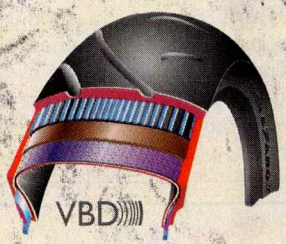

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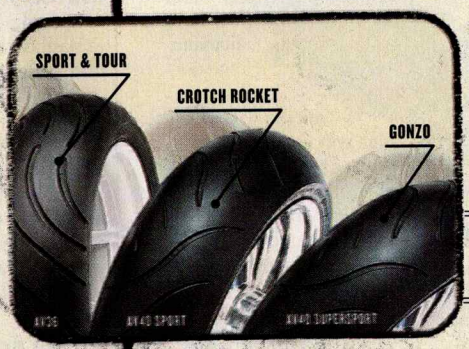

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	160/60ZR18
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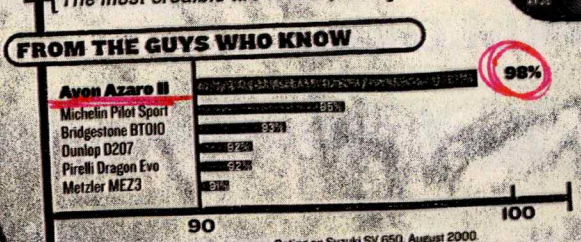

Source: Motorcycle News, Performance Rating on Suzuki SV 650, August 2000.

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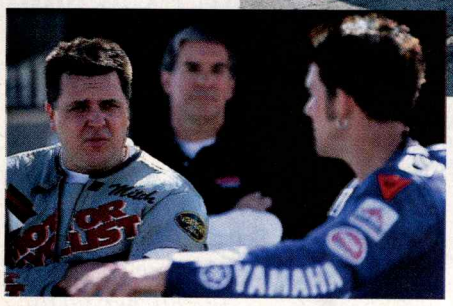
be a lesson: No coasting! That quick brake-stab puts Gobert at the entrance speed he wants, and as soon as he's leaned over, the throttle-position trace shows he's aggressively probing for how much grip the right side of the rear Dunlop has to give, maintaining a pretty constant speed all the way around until he sees the exit, and "carefully" getting to WOT. Wait...Gobert, careful? The exit of Turn Two is bumpy, goes off camber and you can't see the edge of the track you're aiming for; it's an excellent place to high-side [*Burns knows this all too well!—Ed.*]. At Gobert-speed, even on a 600, "Soon as I get on the throttle," he says, "it [the rear end] wants to come around. You always have to be ready for it."



Go too fast around Turn Two, Gobert says, and you arrive too wide at the exit, which messes up the drive out and toward Turn Three.

Boehm, meanwhile, bleeds off speed until halfway around Turn Two, sees the exit, scares himself with a rear-wheel slide, opens the throttle again and cedes Gobert six mph at the end of the straight leading to Turn Three—130 to 124 mph. Boehm begins to realize he should've accepted Yamaha's offer to fit a stiffer rear spring for his laps; as he picks up the pace, the bike squats too much in the rear, overloading and spinning the rear tire, and sapping front-end confidence, especially in faster turns such as Two.

BOEHM'S TAKE: Again, a superb sense of traction—and knowledge of the limit—are required if you wanna go fast here. I don't have much of either, which is why I don't (or can't?) open the throttle sooner and get a better drive toward Turn Three. I'm also not as aggressive going in; Gobert goes in hard and then brakes. I just coast. I'm a wimp.

Turn Three

Into Turn Three and it's time for some "crazy late brakin'" in Gobert parlance. "People don't realize how fast they can go in there; it's just like a big berm on a motocross track." Gobert's braking skill took a lot of U.S. riders by surprise when he first came to America; now his braking advantage is less apparent, largely because the latest youngsters are onto the benefit of using the rear brake. Gobert doesn't back it in as blatantly as, say, Nicky Hayden, but he definitely uses up rear pads. Hopping on the rear slows the heaviest gyro on the bike, keeps the rear end from rising (and the front end from diving), and makes *really hard* braking possible.

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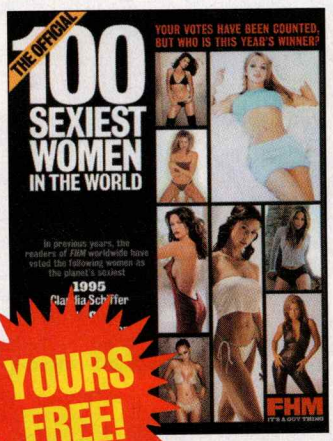

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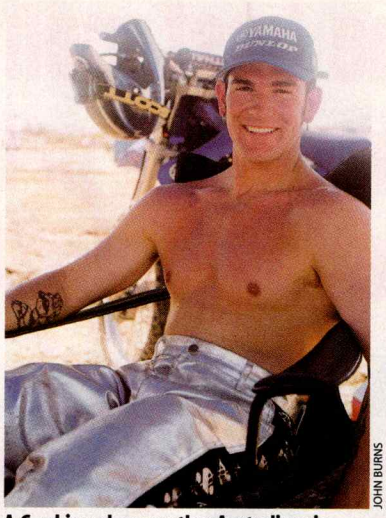
Our boy Boehm is old school—taught to not use the rear, and doesn't like to. A massive squeeze on the front lever (250 psi of brake-line pressure) has him slowing no faster than Gobert as the Turn-Three wall of asphalt fills his face shield and he decelerates to just less than 70 mph. Gobert carries eight mph more speed into Turn Three, though, and arrives at Turn Four with that much more as a result.

BOEHM'S TAKE: Again, aggression (used correctly) pays dividends here for Gobert. He sees a wall of asphalt, a "berm," and uses it to his advantage. I just see cartwheels, flying fuel tanks and huge dust clouds. Here's the thing: I know I can get into Turn Three faster, but my right hand simply won't oblige. Controlling your extremities just *sounds* simple. Gobert's also smooth here (I watched him). It's one thing to be aggressive, quite another to do it smoothly.



JOHN BURNS

A.G. whipped up on other Australians in motocross and dirttrack for years before turning to pavement racing.

Turn Four

Having flung the bike on its side through Turn Three and pointed it up the hill, Gobert gets to full throttle for just a second driving up to Turn Four, gives a little tap of the brakes to slow himself to 69 mph around the top of the Omega, and gets back again to WOT driving down the hill. It's hard to get the throttle open going down there as it's bumpy and steep, but it results in an extra 10 mph before it's time to begin slowing for way-scary, downhill-then-uphill Turn Five.

The Butcher can't get WOT going up to Turn Four, nor driving down toward Turn Five.

BOEHM'S TAKE: My excuses here are twofold: Turn Three goes off-camber (or seems to) at the exit (cartwheels again), and Turn Four goes off-camber and downhill (even bigger cartwheels). Funny how much fear for one's personal safety plays in all this; Gobert doesn't wanna get hurt, but avoiding pain and plaster is positioned lower on his personal priority list than going fast and winning. Me? It's right at the top. (Meet my wife Susie and you'll understand.)

Turns Five/Six

Turn Five is the key that unlocks a fast lap around Willow, and in an effort to get it lined up just right, Gobert drops down to Butcher-speed. Or does Butcher pick it up to Gobert-speed? Either way, Gobert gets turned and back on the throttle hard and fast, spinning the tire to get rpm, modulating the gas until the tire hooks up, finally getting to wide open and holding it there. He rolls out of the throttle less over the blind (and humped) Turn Six as both ends of the bike unweight, drives hard to the edge of the track—scary!—and receives his 10-mph dividend over Boehm in Turn Eight—158 mph says the front wheel (optimistic, because Gobert's on the edge of the tire).

"I try and keep it really tight on the inside of that left-hander [Turn Five], and I shift a gear just before the crest, cut across, come over the hump already leaned over to cut across the ripple strip there. [The] closer I stay to the ripples, the harder I can drive it. I use all the track at the exit, run it all the way out to the edge."

Gobert then rides along the left edge of the track until boring straight into Turn Eight, ignoring the Turn Seven kink; the 600 isn't fast enough, he says, to need to set up wide for Turn Eight.

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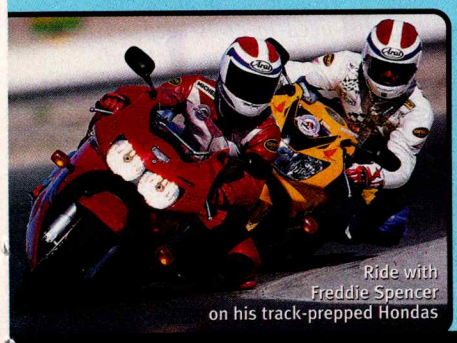

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Boehm's fast through Turn Five, too, but Gobert again gets the drop on the throttle, has fewer pounds to push up the hill to Turn Six—and has no wives or children.

BOEHM'S TAKE: Wives and children...see what I mean about priorities? Doing Turn Five/Six the Gobert-way is truly scary; running aggressively downhill into Five looks like certain death, and ripping over the crest of Six wide open while leaned way over is just asking to be thrown clear. Short-shifting just before the crest is smart (even I do it!), though if you don't do it quickly enough (like me) it's a moot point. Gobert does it quickly enough. It really is all about being comfortable on the edge of traction, which is impossible if the desire to do so and the will to practice it incrementally ain't there.

Turn Eight

Time to separate the men from the boys, then. Gobert has just given his R6 a good decarboning all the way through fifth and sixth gear, and carries enough speed into Turn Eight that he actually sees fit to brake a little—unheard of!—and downshift to fifth gear. Turn Eight is a Big Momentum corner, where you're mostly trying to make yourself small behind the bubble while keeping as much weight on the front of the bike as you can, and asking the tire, "Please don't fail me now." Ever drug a knee at a buck-forty? It's fast. Most of us are so fully occupied just surviving that we forget to open the throttle. Boehm's throttle is modulating in the half-open range nearly all the way between Turns Eight and Nine, and he is losing ground. Gobert, meanwhile, has fired into Turn Eight, shut the throttle completely and braked to a speed the tires will take through the corner (eight mph more than Boehm), and gotten back to WOT down the short straight into Turn Nine—more of a bent straight than a straight, really, at 150 mph. He be The Man.

BOEHM'S TAKE: Gobert's whole roar-in/brake/roar-out thing in Turn Eight mystifies me. I'd always looked at Eight in a *I'm-going-fast-enough-and-all-I-need-to-do-is-keep-my-momentum-up-and-not-lose-the-front-end-cause-then-I'll-die* sorta way—but obviously that's not good enough for the pros. Here's an actual (and honest) excuse: Having a too-soft spring on the rear shock slowed me a bit in here; the front end went vague and loose there while leaned way over, and I wasn't able to push very hard in a zone where you can really make good time if you do it right. Still, even with a better setup and more nerve (it takes a good combination of these two to really go quickly on the racetrack), I'd only have gained a half-second or so, which still leaves me miles behind Gobert.

Turn Nine

Schwantzing up to Turn Nine, Gobert brakes from 146 mph to approximately 108 mph, while Boehm uses the air brake (his body) to coast down to the same speed

from about 138 mph. The Butcher didn't accelerate much at all between Turns Eight and Nine. Turn Nine has a slight positive camber and a dip at the apex. Gobert and Boehm both slow to approximately 107 mph as they enter it. Interesting to note that the two points on the track where our riders are closest are the two most important spots to get right, as those two corners—Turns Five and Nine—lead onto Willow's fastest sections, where the most time is to be gained. Both riders roll through the apex at the same speed, and then, for one last time, Gobert gets to WOT faster, his tailsection pulls impossibly away and there he is crossing the start/finish some three seconds ahead of our beloved Butcher—whose best lap of 1:27.5 is far from hanging around.

BOEHM'S TAKE: Turn Nine is really, really tough for me, mostly because you come ripping in at about a buck-forty and have to scrub speed and brake while increasingly leaning the bike over as you prepare to clip the apex for the drive out onto the front straight. As our similar apex speeds indicate, it's not difficult to go *through* the apex quickly, but to *enter the corner* quickly enough so five guys don't go flying past. The roar-in/brake/roar-out thing would work wonders for me here—if I had the refined sense of speed and traction Gobert does, or the *cojones*....

Racing, like life, is all about perception, and Gobert is fast because he keeps his head in situations where all around him have lost theirs. Is he braver than the next guy? Data acquisition can't measure that yet, but he doesn't appear to be scaring himself. Smarter? Maybe. By the way, Boehm covered 147 feet more to get around Willow Springs (due to less-precise lines), and he's been riding around it since Gobert was a schoolboy. (See, Gobert *is* smarter.)

BOEHM'S FINAL TAKE: It's hard not to learn something when you study someone as fast as Gobie. One of the most helpful hints came in the morning session, when Gobert told me that I looked "tight," and that I should relax. Sounds simple, but it helped. His advice to look "through" the corner helped too, as did some of his clues regarding certain lines. Watching him brake for—and accelerate out of—corners also really opened my eyes, though unfortunately they're feats I'll not come close to equaling in this lifetime.

So, can this stuff help you on the street? Sure. Learn to be smooth with throttle and braking inputs. Think more clearly about what you're doing—how hard you're braking for that possibly slippery corner. Know your limits, and become familiar with them so a sudden dangerous circumstance doesn't automatically erase your margin and punt you into your personal red-zone (or the scenery).

All in all a fascinating glimpse into some of the "hows" and "whys" of one of the best roadracers on earth. MC

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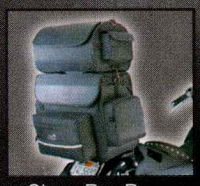

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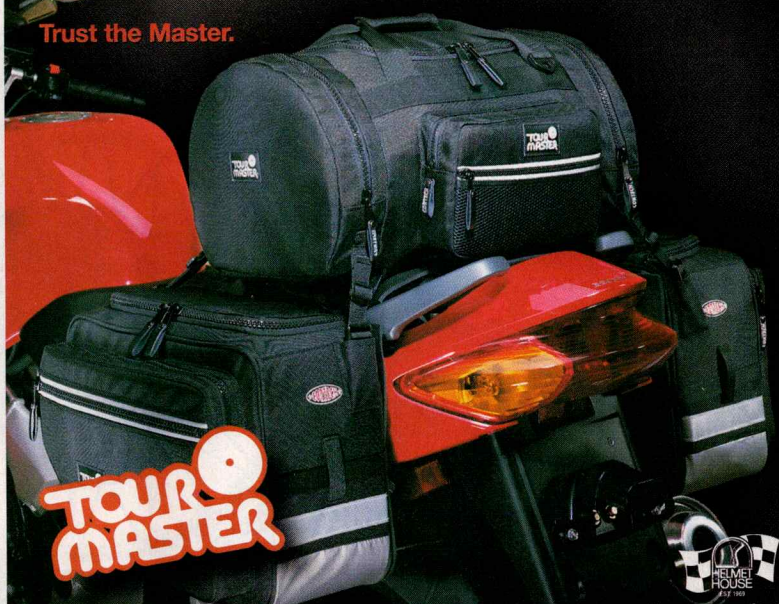

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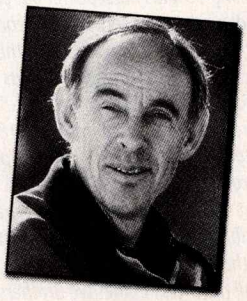

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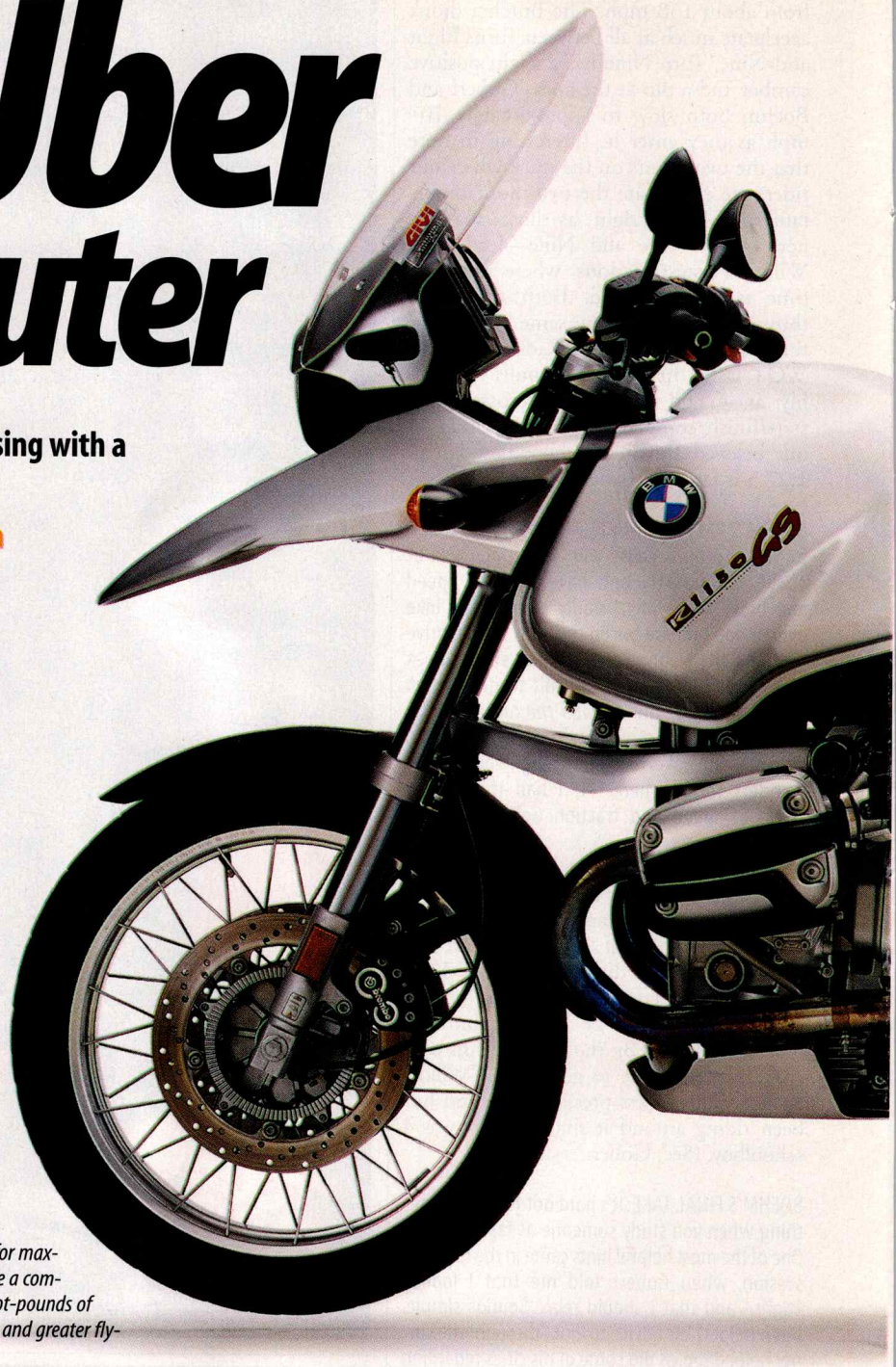

STREETBIKE SURGERY

OUR QUEST TO tweak, modify and personalize (and, occasionally, ravage) a perfectly good motorcycle isn't limited to the sportbike flavor of the month. As staid and conservative (and weird) as the BMW R1150GS may seem, we nonetheless could not resist the urge to see just how good a job BMW's engineers did. (Pretty darn good, as it turns out.)

ENGINE

The R/GS's Oilhead boxer is a natural evolution of the first R259, new-generation twin that embodies a host of really useful improvements, including a six-speed gearbox, hydraulically actuated clutch and the latest iteration of Bosch's Motronic fuel injection. In other guises, BMW has proven the basic engine can be pushed pretty hard—the R1100S makes 93 horsepower, after all.

But for the R1150GS, BMW has, correctly, tuned the boxer for maximum torque over a broad rpm range. That's why our GS made a comparatively modest 77.6 horsepower at 6500 rpm and 69.8 foot-pounds of torque at 5500 rpm. Mild cams, lower compression than the S and greater flywheel mass all help tailor the engine for dual-sport duty.

Coaxing 90-plus horsepower out of the GS's engine would take quite a bit of internal work, so we settled for uncorking the exhaust with a Two Brothers Racing system. Several versions of this pipe are available for the GS—high and low exit, full system and slip-on, plus three varieties of mufflers. We chose the low-exit full system with the oval C-5 titanium muffler ($649.98). We confirmed Two Brothers Racing's claims of an 18-pound weight loss with the system.

Installation's a breeze as long as you don't drop the GS's original, massive catalytic converter on your foot. The Two Brothers Racing's low pipe comes with a bracket that allows you to relocate the lower-left saddlebag mount, which makes it possible to fit the full-size BMW System Case from the R1100RS/RT. (GS owners know that the standard left-side case is pretty small to make room for the muffler.) All the pieces in the Two Brothers Racing system are of excellent quality.

Performance is great, too. Although the bike actually lost 0.5 hp at the peak, the torque curve is improved markedly in the midrange. At 2500 rpm, our Two Brothers Racing-equipped bike was 3.5 foot-pounds up on the stocker, and by 4000 rpm that differential was up to 8.8 foot-pounds. The stock and modified torque curves join between 5000 and 7500 rpm, but the pipe gave the GS a last-minute (8000-rpm) torque spike of 4.1 foot-pounds. Torque is what matters for a low-revving bike such as this one, particularly because the engine isn't exceptionally serene above 6000 rpm, so a big high-rpm surge is next to worthless. The gain at 4000 rpm makes up for it all and causes the bike to feel more lively at the engine speeds you use most. All this and—thanks to a receptacle for the oxygen sensor—the system requires no fuel-system modifications.

Sure, that's a pretty rosy picture. . . but it's not all torque and wheelies. Our lingering complaint with the Two Brothers Racing system is that it's loud: as in 107 dB to our easily offended sound meter, and as in chirping car alarms all over mid-Wilshire. Somehow it didn't seem that loud at first, but once the novelty wore off, we realized the pipe is probably not the right fit for your average tight-assed, Aerostich-wearing Beemer Boy (or girl). Although we didn't test the slip-on cat-con-retaining configuration, we're pretty sure it would be quieter. Thankfully, the boxer's note is flat (some call it flatulent) and is less likely to annoy than the wail from an inline-four.

ODDS AND ENDS

Early in the project, we junked the BMW's stock handlebar—it's insanely tall and wide—and fitted an aluminum bar intended for a Kawasaki KX250. We never found a truly neat way to fit bar ends given the BMW's through-the-bar wiring for the electric grips; an expensive alternative is to fit the closed-end heated grips from the K1200LT.

Veteran GS riders characterize the stock windscreen as anything from lamentable to lousy, citing its modest coverage and helmet-tossing turbulence. For a while we tempted cruel stares from other GS owners by running without any windscreen, but then Givi came out with its second-generation GS screen (the D233S, $111.50) and we're happy to have waited. It's 115mm taller than the standard screen and 50mm wider on each side in the area right above the GS's faux number plate. The acrylic Givi shield also lacks the standard screen's flip right at the top edge, which is a good thing. Although the Givi part offers a ride that's not much quieter than with the stock item, there's far less turbulence and greater protection around the rider's upper body.

LUGGAGE

As mentioned, we used a set of BMW's System Cases for the GS (the left bag robbed from the last R1100RS we had through here) that were, at times, fitted with the company's City lids, which are narrower and allow the big Beemer to slip through traffic with ease. We also sampled Wolfman's Explorer tank bag ($134.99) and found it a very nice, dead-inexpensive alternative to BMW's own Multivario bag. It fit the contours of the big silver tank perfectly and proved to be well-made and extremely durable.

Because the GS became an urban-commuting tool, we felt a small top box would be a good addition, so we tapped Givi for its aptly named E35 Traffic2 box ($157 with mounting hardware and single-filament taillight; add $31.50 for a padded backrest). Roughly 17 x 18 x 13 inches, the 35-liter box will swallow a full-face helmet (with ease), most soft-sided briefcases or a six-pack plus ice. It mounts to the standard BMW luggage rack with an adapter plate that will also carry any of Givi's Monokey boxes. Neat. The latch, which requires the key to be in the slot to operate, is fussier than it needs to be and the case is not a dead-solid fit on the mounting plate, but these are minor complaints in light of the E35's overall utility. Although the box quadruples the GS's already-impressive geek factor, it's hugely useful and, hey, it beats a milk crate!

SUSPENSION AND BRAKES

A call to Penske Racing resulted in the arrival of a set of its model 8760 shocks. When we phoned, Penske hadn't done many GS sets so, during months of testing, we worked through various spring and damping packages. Ultimately, the Penskes proved to be (from a performance standpoint) superior shocks for the GS. At $1150 each, they're fabulously expensive, but, as your Momma said, "You get what you pay for." The CNC-machined, anodized-aluminum-body shocks include adjustments for rebound damping as well as low- and high-speed compression damping on the remote reservoir (the front is integral), plus fully threaded bodies that offer far more preload range than you'll ever need. These things would look at home under the skin of Gil de Ferran's Reynard.

Penske's Chinese-menu approach to shock building allows you to specify a wide range of spring rates according to your weight and riding style. We stopped fiddling at a 250-pound/inch spring up front and a 900-pound/inch spring at the rear. Our final preload settings, for a 200-pound rider, were 18mm front and 25mm rear. These springs give the bike a plush yet extremely well-controlled ride compared with the stock stuff, which could be upset by concrete-block freeways. If you're planning to carry big passengers and lots of

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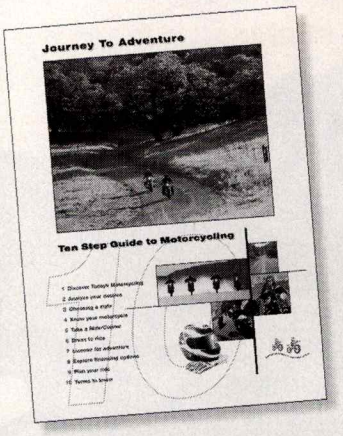

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Surgery continued from page 77

luggage, we'd recommend going up to the 300-pound/inch front spring and a 950-pound/inch rear. (The shocks have enough damping range to cover an after-the-fact spring swap.)

Naturally, the Penskes aren't for everyone and aren't, in fact, even the best all-around shocks for the GS. That's because the orientation of the rear shock's threaded collar makes setting spring preload a knuckle-busting, blue-streak-cursing infuriation—all because the adjuster is up under the bodywork and, unless you have pencil-thin hands, forces removal of the shocks to set the spring. (Penske makes a hydraulic preload adjuster for its ChampCar shocks that'll fit, but it has limited travel and costs a whopping $625.) Also, setting the front shock's rebound adjuster is complicated by its proximity to the cast steering-head assembly. Like the racing shocks they are, the Penskes are best used after a substantial testing program and left on their optimum settings. Fortunately, the Penskes are durable (and, for that matter, easily repairable in the field) so the settings should not drift.

As with our SV650 project, we tried a set of DP Brakes HH+ pads ($36.95 per caliper) on the BMW. Sorry to say they weren't quite the quantum leap on the GS that they were on the Suzuki, probably because the Brembo components on the R1150 are hardly bargain bits to begin with. We noted no problems with disc compatibility, nor did the Beemer's ABS signal distress with these pads. They're slightly cheaper than the OEM pads, so that's enough to recommend them. MC

RESOURCES

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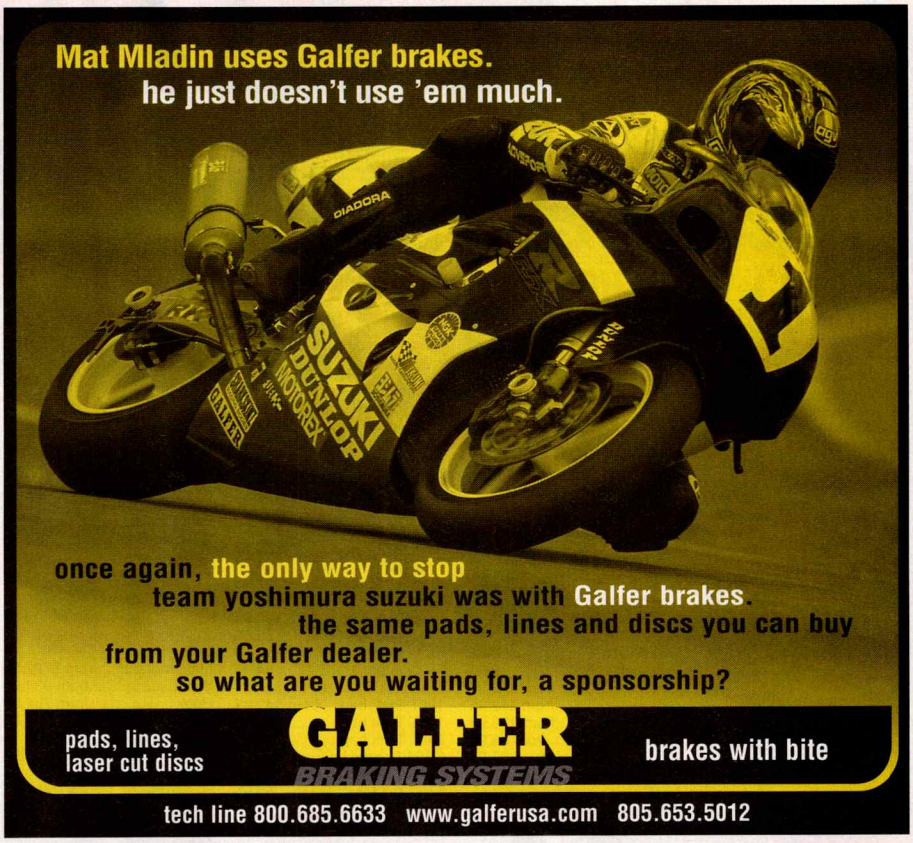

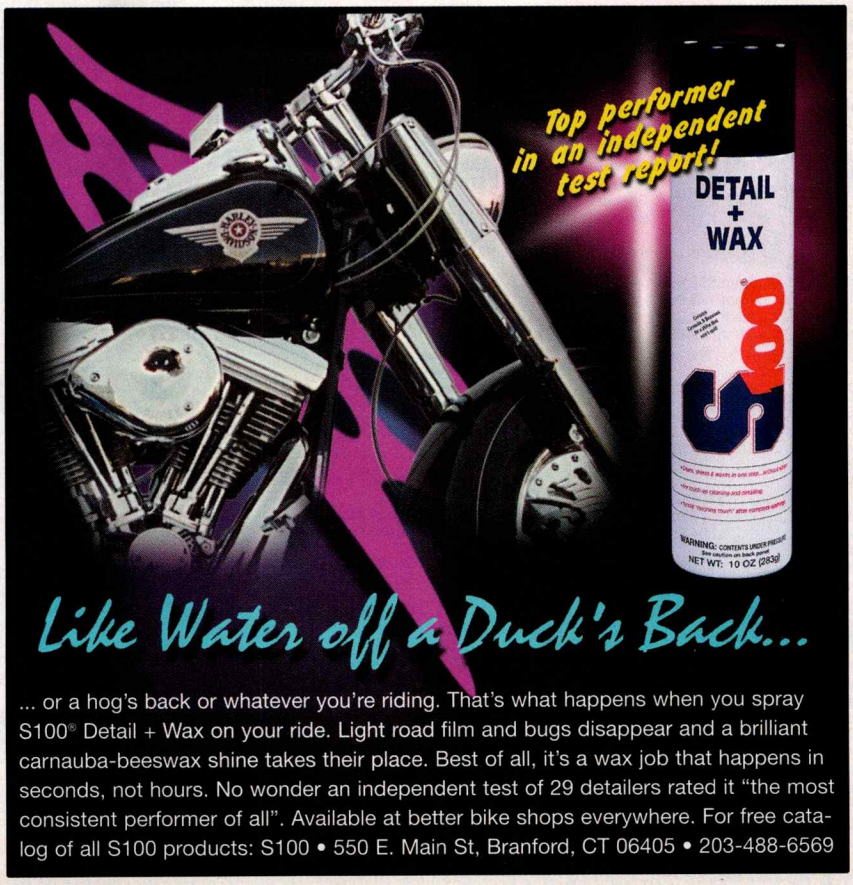
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150/90-16 WWW 84.95
(front)
130/90-16 .....$73.95
130/90-16 RWL 77.95
130/90-16 WWW 77.95
120/90-18 RWL 73.95
100/90-19 RWL 57.95
110/90-19 RWL 63.95
80/90-21 .....63.95

All Dunlop tires available.

MICHELIN

Macadam 50 (rear)
150/90V15 .....$72.95
130/90V16 .....95.95
150/80V16 .....99.95
130/70H17 .....86.95
130/90V17 .....94.95
140/80V17 .....99.95
150/70V17 .....94.95
160/70V17 .....119.95
110/90H18 .....76.95
120/90H18 .....86.95
120/90V18 .....90.95
130/70H18 .....85.95
130/80V18 .....96.95
(front)
110/90V16 .....$76.95
120/80V16 .....78.95
110/70H17 .....71.95
90/90H18 .....72.95
110/90V18 .....83.95

100X (rear)
150/70ZR17 .....$103.95
160/60ZR17 .....106.95
170/60ZR17 .....108.95
180/55ZR17 .....113.95
190/50ZR17 .....130.95
160/60ZR18 .....106.95
(front)
110/70ZR17 .....$92.95
120/60ZR17 .....94.95
120/70ZR17 .....97.95

Pilot Sport (rear)
150/60ZR17 .....$126.95
160/60ZR17 .....127.95
170/60ZR17 .....133.95
180/55ZR17 .....143.95
190/50ZR17 .....149.95
200/50ZR17 .....181.95
(front)
130/70ZR16 .....$110.95
110/70ZR17 .....105.95
120/60ZR17 .....106.95
120/65ZR17 .....109.95
120/70ZR17 .....109.95
120/70ZR17 HPX 111.95

All Michelin tires available.

DUNLOP

D207 (rear)
160/60ZR17 .....$98.95
170/60ZR17 .....102.95
180/55ZR17 .....106.95
190/50ZR17 .....128.95
200/50ZR17 .....148.95
(front)
130/70ZR16 .....$77.95
120/60ZR17 .....77.95
120/70ZR17 .....81.95

D402 (rear)
MT90HB16 .....$88.95
MT90HB16 SWS 101.95
MT90HB16 WWW 108.95
(front)
MT90HB16 .....$76.95
MT90HB16 SWS 88.95
MT90HB16 WWW 97.95
MH90H21 .....63.95

D-205 (rear)
150/80ZR16 .....$108.95
140/80ZR17 .....104.95
150/70ZR17 .....101.95
160/60ZR17 .....99.95
160/70ZR17 .....110.95
170/60ZR17 .....103.95
180/55ZR17 .....108.95
160/60ZR18 .....106.95
(front)
110/80ZR17 .....$82.95
120/60ZR17 .....80.95
120/70ZR17 .....82.95
110/80ZR18 .....80.95
120/70ZR18 .....85.95

All Dunlop tires available.

Continental

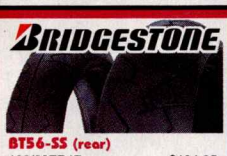
TK16/17 Touring
TK17 (rear)
150/90H15 .....$66.95
130/90H16 .....71.95
140/90H16 .....71.95
150/80H16 .....74.95
130/90H17 .....72.95
120/90H18 .....63.95
TK16 (front)
130/90H16 .....$63.95
120/90H18 .....68.95
100/90H19 .....52.95
300x21 .....55.95

Conti-Force (rear)
150/60ZR17 .....$76.95
150/70ZR17 .....76.95
160/60ZR17 .....76.95
170/60ZR17 .....78.95
180/55ZR17 .....82.95
(front)
110/70ZR17 .....$57.95
120/60ZR17 .....63.95
120/70ZR17 .....63.95

TKH23/24 Blitz (rear)
140/90H15 .....$63.95
150/90H15 .....81.95
120/90H16 .....49.95
130/90H16 .....53.95
140/90H16 .....64.95
150/80H16 .....71.95
130/90H17 .....57.95
4.00H18 .....56.95
120/90H18 .....57.95
130/90H18 .....58.95
(front)
110/90H18 .....$50.95
90/90S19 .....48.95
3.25H19 .....48.95
110/90H19 .....55.95

All Continental tires available.

BRIDGESTONE



BT56-SS (rear)
160/60ZR17 .....$104.95
180/55ZR17 .....111.95
190/50ZR17 .....126.95
150/60ZR18 .....107.95
(front)
130/70ZR16 .....$81.95
110/70ZR17 .....77.95
120/60ZR17 .....81.95
120/70ZR17 .....81.95

BT-010 (rear)
160/60ZR17 .....$98.95
170/60ZR17 .....101.95
180/55ZR17 .....105.95
190/50ZR17 .....122.95
190/50ZR17 "G" 123.95
200/50ZR17 .....125.95
150/60ZR18 .....98.95
(front)
130/70ZR16 .....$79.95
110/70ZR17 .....79.95
120/60ZR17 .....79.95
120/65ZR17 .....81.95
120/70ZR17 .....82.95
120/70ZR17 "G" 82.95

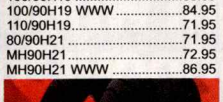
BT-020 (rear)
150/70ZR17 .....$101.95
160/60ZR17 .....98.95
160/70ZR17 .....105.95
170/60ZR17 .....101.95
180/55ZR17 .....105.95
160/60ZR18 .....105.95
(front)
120/60ZR17 .....$79.95
120/70ZR17 .....82.95
110/80ZR18 .....81.95
120/70ZR18 .....86.95

S-11 (rear)
140/90H15 RWL $74.95
150/90H15 RWL 79.95
130/90H16 .....65.95
130/90H16 RWL 71.95
140/90H16 RWL 79.95
130/90H17 .....66.95
110/90H18 .....57.95
120/90H18 .....59.95
130/90H18 .....67.95
130/90H18 RWL 73.95
(front)
130/90H16 .....$76.95
100/90H18 .....48.95
110/90H18 .....50.95
110/90H18 RWL 54.95
120/90H18 RWL 57.95
90/90H19 .....50.95
100/90H19 .....54.95
100/90H19 RWL 57.95
110/90H19 .....55.95
110/90H19 RWL 61.95

All Bridgestone tires available.

AVON TYRES

Venom X (rear)
140/90H15 .....$91.95
150/90H15 .....120.95
150/90V15 .....98.95
170/80H15 .....101.95
MT90H16 .....92.95
MT90H16 SWS 95.95
MT90H16 WWW 97.95
140/90H16 .....87.95
140/90H16 WWW 97.95
150/80H16 .....98.95
160/80H16 .....129.95
(front)
MT90H16 .....$87.95
MT90H16 SWS 95.95
MT90H16 WWW 97.95
150/80H16 .....98.95
100/90H18 .....77.95
120/90H18 .....83.95
130/70H18 .....94.95
100/90H19 .....68.95
100/90H19 WWW 84.95
110/90H19 .....71.95
80/90H21 .....71.95
MH90H21 .....72.95
MH90H21 WWW 86.95



AV35/36 Azaro II (rear)
140/80ZRX17 .....$98.95
150/70ZRX17 .....108.95
160/60ZR17 .....114.95
170/60ZR17 .....118.95
180/55ZR17 .....122.95
160/60ZR18 .....118.95
(front)
120/60ZR17 .....$86.95
120/70ZR17 .....90.95

All Avon tires available.

PIRELLI

MTR22/21 Dragon EVO (rear)
150/60ZR17 .....$129.95
160/60ZR17 .....134.95
170/60ZR17 .....136.95
180/55ZR17 .....139.95
190/50ZR17 .....161.95
200/50ZR17 .....147.95
(front)
130/70ZR16 .....$106.95
110/70ZR17 .....99.95
120/60ZR17 .....106.95
120/70ZR17 .....106.95

MTR22/21 Dragon EVO Corsa (rear)
150/60ZR17 .....$155.95
160/60ZR17 .....160.95
180/55ZR17 .....173.95
190/50ZR17 .....183.95
(front)
130/70ZR16 .....$139.95
110/70ZR17 .....134.95
120/60ZR17 .....139.95
120/65ZR17 .....144.95
120/70ZR17 .....139.95
120/70ZR17 .....139.95

MTR24/23 Dragon GTS (rear)
150/70ZR17 .....$126.95
160/60ZR17 .....129.95
160/70ZR17 .....132.95
170/60ZR17 .....133.95
180/55ZR17 .....135.95
190/50ZR17 .....157.95
160/60ZR18 .....136.95
(front)
120/60ZR17 .....$103.95
120/70ZR17 .....103.95
120/70ZR18 .....101.95
110/80ZR18 .....101.95

MRS Supercorsa (rear)
150/60ZR17 .....$134.95
160/60ZR17 .....138.95
180/55ZR17 .....150.95
190/50ZR17 .....158.95
(front)
110/70ZR17 .....$116.95
120/60ZR17 .....121.95
120/70ZR17 .....121.95

MRS Supercorsa Race (rear)
150/60ZR17 .....$139.95
160/60ZR17 .....144.95
170/60ZR17 .....153.95
180/55ZR17 .....156.95
(front)
110/70ZR17 .....$122.95
120/70ZR17 .....126.95

All Pirelli tires available.

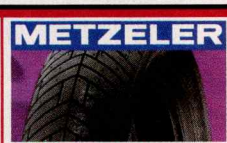
METZELER

ME23 (rear)
150/60ZR17 .....$125.95
160/60ZR17 .....127.95
170/60ZR17 .....130.95
180/55ZR17 .....132.95
190/50ZR17 .....144.95
(front)
130/70ZR16 .....$102.95
110/70ZR17 .....95.95
120/60ZR17 .....102.95
120/70ZR17 .....102.95

ME55 Metronic (rear)
130/90V16 .....$111.95
150/80VB16 .....134.95
140/80VB17 .....124.95
160/70VB17 .....139.95

All Metzeler tires available.

METZELER



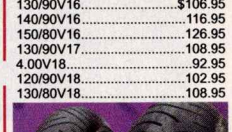
ME33 Lazer (front)
120/80V16 .....$96.95
120/70V17 .....85.95
90/90H18 .....74.95
100/90V18 .....88.95
110/80V18 .....88.95
110/90V18 .....96.95
3.25H19 .....89.95
3.25V19 .....77.95
3.50H19 .....85.95
100/90V19 .....93.95
110/90V19 .....93.95
80/90H21 .....85.95
90/90H21 .....94.95

Renn Sport (rear)
150/60ZR17 .....$131.95
160/60ZR17 .....135.95
180/55ZR17 .....147.95
190/50ZR17 .....155.95
(front)
110/70ZR17 .....$114.95
120/60ZR17 .....119.95
120/70ZR17 .....119.95

Renn Race (rear)
150/60ZR17 .....$163.95
160/60ZR17 .....168.95
180/55ZR17 .....183.95
(front)
110/70ZR17 .....$142.95
120/70ZR17 .....148.95

ME880 (rear)
140/80HB15 .....$106.95
140/90HB15 .....101.95
150/90HB15 .....112.95
170/80HB15 .....118.95
180/70HB15 .....118.95
130/90HB16 .....96.95
140/90HB16 .....106.95
150/80HB16 .....119.95
200/60VR16 .....132.95
240/50VR16 .....157.95
160/70VR17 .....107.95
160/70VB17 .....107.95
240/40VR18 .....178.95
(front)
130/90HB16 .....$83.95
150/80HB16 .....93.95
120/70VB17 .....85.95
120/70VR17 .....85.95
110/90H18 .....99.95
120/90H18 .....87.95
130/60VR18 .....119.95
100/90H19 .....75.95
110/90H19 .....79.95
80/90H21 .....73.95
120/70V21 .....89.95

ME99 Perfect (rear)
130/90V16 .....$106.95
140/90V16 .....116.95
150/80V16 .....126.95
130/90V17 .....108.95
4.00V18 .....92.95
120/90V18 .....102.95
130/80V18 .....108.95



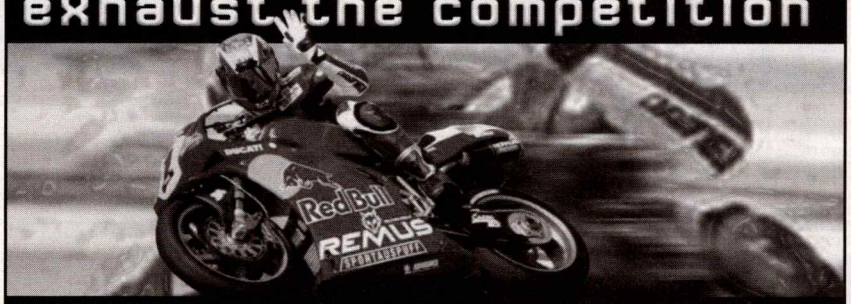
ME Z4 (rear)
150/70ZR17 .....$121.95
160/60ZR17 .....123.95
160/70ZR17 .....126.95
170/60ZR17 .....126.95
180/55ZR17A 129.95
190/50ZR17 .....150.95
160/60ZR18 .....130.95
(front)
120/60ZR17 .....$99.95
120/70ZR17 .....99.95
120/70ZR17B 99.95
110/80ZR18 .....96.95
120/70ZR18 .....96.95

All Metzeler tires available.

IRC TIRE

CHENG SHIN

Call for Tires not listed.

REMUS
exhaust the competition

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* Race Tech does not recommend riding like a " total idiot ", however, we do recommend that you ride safely and have fun.

Dear Paul,

I just returned from a trip to San Luis Obispo and back. I spent most of the day at well over ~~105~~ miles an hour and occasionally explored the upper limits of the bike. Wow! Bumps, expansion joints, mid corner rocks, 10,000 rpm tire spinning corner exits are now dispatched with alacrity. I can ride like a total idiot*. Your suspension inspires a frightening amount of confidence.

This is not the motorcycle I drove off the dealer's lot. Whatever my next bike is, you can be sure that the first stop will be at Race Tech.

Thank you very much for my Gold Valves™.

Sincerely,
Robin Olson

P.S. If this letter ever falls into the hands of the police, I'll deny everything.

It's midnight when a sudden downpour takes you by surprise...

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Motorcycle Safety Foundation

TEAR-OFFS

continued from page 34

■ Motorcycling legend **Terry Vance has been named one of the Top 50 Drivers of all time** by the National Hot Rod Association (NHRA). The nomination is not surprising to those who witnessed Vance's complete domination of motorcycle drag-racing from the 1970s to '88, when he retired. In his career, Vance collected 27 NHRA national event victories in Top Fuel Bike and Pro-Stock Bike, earning him an outstanding career record of 101 wins in 122 final-round appearances. He was also the first person ever to break into the six-second range in the quarter-mile in Top Fuel, and the first to dip into the seven-second range in Pro-Stock. Not surprisingly, Vance is the highest-ranked motorcyclist on the list also.

■ We should have known this, but apparently September is Prostate Cancer Awareness month. To celebrate, we're eating nothing but Olestra and Taco Bell the entire month. If you want to join our celebration, you can participate in the second annual **Cruisin' For a Cure ride, which helps raise money for the U.C.L.A. Jonsson Cancer Center Foundation.** The event takes place September 22 from 9:00 A.M. to 4:00 P.M. at the former El Toro Air base in Irvine, California, and will feature more than 1500 motorcycles, as well as an equal number of custom cars. General admission is $5, to enter your bike for show is $15 or $20 the day of the event. Call (949) 588-8777 for more info, or go to www.cruisinforacure.com.

■ Buell owners: Put down your wrenches, and grab a pen and paper (oh, lighten up). **The Buell Riders Adventure Group (B.R.A.G.) is coming to a racetrack near you.** First, it will be hosting a hospitality tent on July 6–8 at the Laguna Seca round of the World Superbike Championship in Monterey, California. Then, from August 29–September 2, there will be a Buell homecoming at the company's (East Troy, Wisconsin) headquarters. The event will feature a Buell-owners riding school at Blackhawk Farms Raceway, several dealership parties, giveaways, stunt shows and

other festivities. Finally, a rally will take place September 21–23 near Deal's Gap, North Carolina, and a B.R.A.G. riding school will commence September 28 at the Virginia International Raceway in Alton, Virginia. Call (888) 432-2724 or check out www.buell.com for the info.

■ **Titan Motorcycles is as dead as a dot. com.** After declaring bankruptcy and filing for Chapter 11 protection earlier in the year, the Phoenix-based company was forced to declare Chapter 7 liquidation after its main creditor declined the company's plan to sell the company. Titan was seven years old.

■ You've probably already heard this, **but the Isle of Man TT race has been cancelled for 2001 due to extreme fear** that the *Motorcyclist* staff would compete, thereby winning all classes. OK, so maybe they were more afraid of hoof and mouth disease spreading, but we were thinking about competing this year (or at least visiting). Oh well, there's always next year, right? Oh wait, we're busy that weekend.

■ Every year our parent company, *emap usa*, gives out what's called the "Achievements and Achievers Awards," and lo and behold, **our bitter little man John Burns took home the "Best Writer" award for 2000.** We wonder if Burns will be disqualified from competition for '01 due to his usage of splifs and Paxil?

■ In case you haven't heard, **the GL1800 is the subject of a recall for two defective components.** The first is for the crankshaft pulse rotor, which is used for ignition timing. Big Red says it may fail due to engine vibration, which could lead to nasty things. The second recall is for the engine stop switch that has proven to be amazingly sensitive to impacts, which could cause the engine to shut off. Get to a Honda dealer asap to have these no-no's fixed free of charge, or call Honda's safety hotline at (888) 327-4236.

■ From the "I'll believe it when I see it" department comes word that the **Commonwealth of Massachusetts is trying to pass a bill that would require usage of protective headgear for drivers and passengers of all motor vehicles**—yes, that means cars *and* bikes. The legislation is named H1263, and is based on the fact that more than 90 percent of all automobile crashes result in head injury. Activists pushing the bill are arguing the state could save millions of dollars in public burden by requiring all vehicle occupants to wear a DOT-approved helmet. One question: If made a law, will macho men in huge pickups wear skull caps?

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DUNLOP D402

FRONT	SALE
MT90HB16	79.97
MT90HB16 SW	104.97
MT90HB16 WWW	100.97
MH90HB21 TT	97.97
REAR	**SALE**
MT90HB16	93.97
MT90HB16 SW	106.97
MT90HB16 WWW	111.97

SW = SLIM WHITE WALL
WWW = WIDE WHITE WALL
TT = TUBE TYPE

DUNLOP K491 ELITE II

FRONT	SALE
MT90HB16 TL	77.97
MT90HB16 TL RWL	88.97
100/90H18 TL	68.97
MR90H18 TL RWL	85.97
130/70HB18 TL	93.97
MM90HB19 TL	64.97
MM90HB19 TL RWL	67.97
REAR	**SALE**
140/90HB15 TL	91.97
MV85HB15 TL RWL	111.97
MT90HB16 TL	86.97
MT90HB16 TL RWL	97.97
MU90HB16 TL	91.97
MU90HB16 TL RWL	100.97
160/80HB16 TL	117.97
MT90HB17 TL	88.97
MT90HB17 TL RWL	97.97
110/90HB18 TL	78.97
120/90HB18 TL	77.97

DUNLOP GT501

FRONT	SALE
90/90 19 D606	55.97
100/90V16	65.97
120/80V16	77.97
110/80VB17	79.97
110/90V18	73.97
100/80V19	76.97
REAR	**SALE**
130/90VB16	88.97
140/90V16	97.97
150/80VB16*	105.97
140/80VB17	107.97
150/70VB17	110.97
120/90V18	84.97
130/80V18	88.97

*BELTED

DUNLOP D207 GP-RACE

FRONT	SALE
120/70ZR17	139.97
REAR	**SALE**
170/60ZR17	176.97
180/55ZR17	174.97

AVON

AVON VENOM X

FRONT	SALE
MT90H16	94.97
MT90H16 WWW	102.97
150/80H16	106.97
100/90H18	83.97
120/90H18	89.97
130/70H18	105.97
100/90H19	73.97
100/90H19 WWW	89.97
110/90H19	76.97
80/90H21	76.97
MH90H21	78.97
MH90H21 WWW	91.97
REAR	**SALE**
140/90H15	98.97
150/90H15	129.97
150/90V15*	106.97
170/80H15	110.97
MT90H16	99.97
MT90H16 WWW	110.97
140/90H16	106.97
140/90H16 WWW	117.97
150/80H16	112.97
160/80H16	138.97

*V RATED FOR YAMAHA V-MAX

DUNLOP

DUNLOP D207 ZR

FRONT	SALE
120/60ZR17	84.97
120/70ZR17	83.97
130/70ZR16	82.97
REAR	**SALE**
160/60ZR17	101.97
170/60ZR17	104.97
180/55ZR17	109.97
190/50ZR17	144.97

DUNLOP CRUISEMAX

FRONT	SALE
130/90H16 RWL	89.97
130/90H16 BLK	83.97
130/90H16 WWW	81.97
120/90H18 RWL	83.97
100/90H19 RWL	62.97
110/90H19 RWL	73.97
80/90H21 BLK	73.97
REAR	**SALE**
140/90H15 RWL	83.97
140/90H15 BLK	77.97
150/90H15 RWL	85.97
170/80H15 RWL	96.97
140/90H16 RWL	83.97
140/90H16 BLK	85.97
140/90H16 WWW	102.97
150/80H16 RWL	100.97
150/80H16 WWW	100.97

AVON

AVON SUPER VENOM

FRONT AM20	SALE
100/90V16	72.97
110/90V16	79.97
120/80V16	79.97
110/90V18	83.97
REAR AM18	**SALE**
130/90V16	89.97
150/80V16	108.97
130/80V18	91.97
140/70V18	108.97
100/90V19	76.97

AVON AV27

FRONT	SALE
120/80ZR16	108.97
130/70ZR16	119.97
110/80ZR17	108.97
120/60ZR17	110.97
120/70ZR17	110.97
130/60ZR17	119.97
110/80ZR18	110.97

AVON AZARO

FRONT AV39	SALE
130/70ZR16	143.97
120/60ZR17	127.97
120/70ZR17	127.97
120/70ZR17 *	127.97

*CBR1100XX & GSXR1300 HAYABUSA FITMENT

REAR AV40	SALE
160/60ZR17	153.97
170/60ZR17	157.97
180/55ZR17 **	167.97
190/50ZR17	179.97
190/50ZR17 ***	179.97

**CBR1100XX FITMENT
***GSXR1300 HAYABUSA FITMENT

AVON AM22/AM23

FRONT AM22	SALE
120/70VB16	108.97
110/80VB18	111.97
REAR AM23	**SALE**
140/80VB16	142.97
160/80VB16	150.97
180/60VB16	165.97
200/60VB16	183.97
130/70VB18	128.97
150/70VB18	149.97
180/55VB18	175.97
200/55VB18	183.97

*FRONT OR REAR FITMENT

AVON

AVON AZARO

FRONT AV35	SALE
110/70ZR17	111.97
110/80ZR17	111.97
120/60ZR17	114.97
120/70ZR17	114.97
110/80ZR18	116.97
REAR AV36	**SALE**
160/80ZR16	133.97
140/80ZR17	127.97
150/70ZR17	133.97
160/60ZR17 (4.5"RIM)	139.97
160/60ZR17 (5.0"RIM)	139.97
160/70ZR17	155.97
170/60ZR17 (5.0"RIM)	143.97
170/60ZR17 (5.5"RIM)	143.97
180/55ZR17	151.97
190/50ZR17	163.97
160/60ZR18	135.97

BRIDGESTONE

BRIDGESTONE BT45 SPORT TOURING

FRONT	SALE
100/90H16	55.97
100/80H17	65.97
110/70H17	66.97
110/80H17	66.97
120/70H17	68.97
90/90H18	57.97
100/80H18	60.97
100/90H18	59.97
REAR	**SALE**
130/90H16	72.97
110/90H17	69.97
120/80H17	59.97
130/70H17	72.97
130/80H17	60.97
140/70H17	75.97
150/70H17	76.97
110/80H18	59.97
110/90H18	59.97
120/80H18	61.97
130/70H18	75.97
140/70H18	76.97
150/70H18	78.97

BRIDGESTONE SPITFIRE S11 SPORT-TOURING

FRONT	SALE
130/90H16	77.97
100/90H18	44.97
110/90H18	45.97
110/90H18 RWL	49.97
120/90H18 RWL	52.97
90/90H19	45.97
100/90H19	49.97
100/90H19 RWL	52.97
110/90H19	50.97
110/90H19 RWL	55.97
REAR	**SALE**
140/90H15 RWL	67.97
150/90H15 RWL	72.97
130/90H16	59.97
130/90H16 RWL	65.97
140/90H16 RWL	72.97
130/90H17	60.97
110/90H18	52.97
120/90H18	54.97
130/90H18	61.97

BRIDGESTONE BT010

FRONT	SALE
110/70ZR17 54W	71.97
120/60ZR17 55W	71.97
120/65ZR17 56W	72.97
120/70ZR17 58W	73.97
130/70ZR16 61W	71.97
REAR	**SALE**
150/60ZR18 67W	87.97
160/60ZR17 69W	87.97
170/60ZR17 72W	90.97
180/55ZR17 73W	94.97
190/50ZR17 73W	109.97
200/50ZR17 75W	112.97

HONDA CBR929RRPRICE

120/70ZR17 58W-FRONT	126.99
190/50ZR17 73W-REAR	143.99

BRIDGESTONE

BRIDGESTONE BT020

FRONT	SALE
120/60ZR17 55W	71.97
120/70ZR17 58W	73.97
170/60ZR17 72W	72.97
120/70ZR18 59W	77.97
REAR	**SALE**
150/70ZR17 69W	89.97
160/60ZR17 69W	87.97
160/70ZR17 73W	93.97
180/55ZR17 73W	94.97
160/60ZR18 70W	94.97

BRIDGESTONE BATTLAX BT45 HIGH PERFORMANCE TIRE

FRONT	SALE
110/90V16	60.97
120/80V16	64.97
110/80V17	76.99
100/90V18	62.97
110/80V18	64.97
110/90V18	64.97
100/90V19	64.97
REAR	**SALE**
130/90V16	74.97
150/80V16	86.97
120/90V17	71.97
130/90V17	74.97

METZELER

METZELER ME88F/ ME88 MARATHON

ME88F FRONT	SALE
100/90H18	84.97
MARATHON REAR	**SALE**
200/70HB15	133.97
MU90HB16	108.97
130/90HB17	108.97

METZELER ME33 LASER

FRONT	PRICE
110/90V16	91.97
120/80V16	97.97
110/80V17	94.97
90/90H18	75.97
100/90V18	89.97
110/80V18	89.97
110/90V18	97.97
120/90HB18	84.97
3.25H19	90.97
3.25V19	78.97
3.50H19	86.97
100/90V19	94.97
110/90V19	94.97
80/90H21 TT	86.97
90/90H21	95.97

METZELER ME99A PERFECT

REAR	SALE
130/90V16	107.97
140/90V16	117.97
150/80V16	127.97
130/90V17	109.97
4.00V18	93.97
120/90V18	103.97
130/80V18	109.97

METZELER MEZ3/MEZ3

MEZ3 FRONT	SALE
130/70ZR16	103.97
110/70ZR17	96.97
120/60ZR17	103.97
120/70ZR17	103.97
MEZ3 REAR	
150/60ZR17	126.97
160/60ZR17	128.97
170/60ZR17	131.97
180/55ZR17	133.97
190/50ZR17	155.97

MEZ3 RACING FRONT

130/70ZR16	139.97
110/70ZR17	133.97
120/60ZR17	139.97
120/65ZR17	143.97
120/70ZR17	139.97
120/70ZR17 RS2	139.97

MEZ3 RACING REAR

150/60ZR17	153.97
160/60ZR17	158.97
170/60ZR17 RS2	169.97
180/55ZR17	172.97
180/55ZR17 RS2	172.97
190/50ZR17	182.97

METZELER

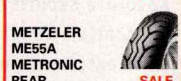
METZELER ME880 MARATHON

FRONT	SALE
130/90H16	84.97
150/80H16	95.97
120/70VB17	86.97
120/80V17	89.97
150/80HR17*	131.97
110/90H18	101.97
120/90H18	88.97
130/70HR18	76.97
100/90H19	76.97
110/90H19	80.97
80/90H21	74.97
REAR	**SALE**
140/80HB15	107.97
140/90HB15	103.97
150/80VB15	109.97
150/90HB15	113.97
180/70HB15	119.97
130/90HB16	97.97
140/90HB16	107.97
150/80HB16	120.97
160/80HR16	135.97
180/70HR16*	148.97
140/80HB17	107.97
160/70VB17	108.97

*VALKYRIE REPLCMNT.

MEZ2 FRONT

	SALE
120/80ZR16	92.97
110/80ZR17	93.97
MEZ2 REAR	**SALE**
150/80ZR16	123.97
130/80HR17	118.97
140/80ZR17	119.97
170/60ZR18	138.97



METZELER ME55A METRONIC

REAR	SALE
130/90V16	112.97
150/80VB16 MBS	135.97
130/90V17	113.97
140/80VB17 MBS	125.97
140/80VB17 M.G*	125.97
150/70VB17	135.97
160/70VB17 MBS	140.97
120/90V18	108.97
130/80V18	114.97

*MOTO GUZZI FITMENT
MBS = METZELER BELTED SYSTEM

METZELER MEZ1 ME Z1 FRONT

	SALE
110/80ZR17	96.97
130/60ZR17	107.97
110/80ZR18	101.97
120/70ZR18	101.97
ME Z1 REAR	
150/60ZR18	133.97
160/60ZR18	135.97

METZELER MEZ4 ME Z4 FRONT

	SALE
120/60ZR17	100.97
120/70ZR17	100.97
120/70ZR17 (B)*	100.97
110/80ZR18	97.97
120/70ZR18	97.97

*REINFORCED BMW FITMENT

ME Z4 REAR	SALE
150/70ZR17	122.97
160/60ZR17	124.97
160/70ZR17	127.97
170/60ZR17	127.97
180/55ZR17	130.97
190/50ZR17	151.97
160/60ZR18	131.97

PIRELLI

PIRELLI DRAGON GT MTR03/04

FRONT MTR03 GT	SALE
120/80ZR-16	95.97
110/80ZR17	97.97
130/60ZR17	107.97
REAR MTR04 GT	
150/80ZR16	129.97

PIRELLI

PIRELLI DRAGON GTS MTR23/24

FRONT MTR23	SALE
120/60ZR17	104.97
120/70ZR17	104.97
110/80ZR18	102.97
120/70ZR18	102.97
REAR MTR24	**SALE**
150/70ZR17	127.97
160/60ZR17	130.97
160/70ZR17	133.97
170/60ZR17	134.97
180/55ZR17	136.97
190/50ZR17	158.97
160/60ZR18	137.97

PIRELLI DRAGON MTR02 RADIAL

REAR MTR02	SALE
150/60ZR18	139.97
200/50ZR17 CORSA	194.97

PIRELLI MT09/08 MATCH SPORT TOURING BIAS PLY

FRONT MT09	SALE
110/90V16	78.97
120/80VB16	83.97
110/80V17	78.97
120/70VB17	83.97
100/90V18	82.97
110/80VB18	87.97
110/90V18	83.97
100/90V19	84.97
REAR MT08	
130/90V16	104.97
150/80VB16	113.97
130/80VB17	104.97
130/90V17	107.97
140/80VB17	108.97
150/70VB17	111.97
120/90V18	102.97
130/80V18	106.97
140/70VB18	108.97
150/70VB18	99.97

PIRELLI MT 69/68 STRADA

FRONT MT69	SALE
100/90H16	62.97
90/90H18	62.97
100/90H18	65.97
3.25H19	64.97
REAR MT68	
120/90H16	71.97
130/90H17	79.97
110/90H18	70.97
120/80H18	72.97
4.00H18	74.97
120/90H18	74.97

PIRELLI

PIRELLI MTR21 EVO

FRONT	SALE
130/70ZR16	107.97
110/70ZR17	100.97
120/60ZR17	107.97
120/70ZR17	107.97
REAR MTR22 EVO	
150/60ZR17	130.97
160/60ZR17	135.97
170/60ZR17	137.97
180/55ZR17	140.97
190/50ZR17	162.97
FRONT MTR21C EVO CORSA RACING	
130/70ZR16	140.97
110/70ZR17	135.97
120/60ZR17	140.97
120/65ZR17	145.97
120/70ZR17	140.97
120/70ZR17 SC2	140.97

SC2 = SUPER CORSA/SPECIAL RACING

REAR MTR22C EVO CORSA RACING	
150/60ZR17	156.97
160/60ZR17	161.97
170/60ZR17 SC2	171.97
180/55ZR17	174.97
180/55ZR17 SC2	174.97
190/50ZR17	184.97

MICHELIN

MICHELIN PILOT RACE/ PILOT RACE SOFT

FRONT PILOT RACE	
120/70ZR-17	167.99
REAR PILOT RACE	
160/60ZR-17	210.99
170/60ZR-17	220.99
180/55ZR-17	224.99
FRONT RACE SOFT	
120/70ZR-17	167.99
REAR RACE SOFT	
160/60ZR-17	210.99
170/60ZR-17	220.99
180/55ZR-17	224.99

MICHELIN PILOT SPORT

FRONT	PRICE
130/70ZR-16	112.99
110/70ZR-17	107.99
120/60ZR-17	108.99
120/65ZR-17	111.99
120/70ZR-17	111.99
120/70ZR-17 YR1	112.99
REAR	**PRICE**
150/60ZR-17	128.99
160/60ZR-17	129.99
170/60ZR-17	136.99
180/55ZR-17	146.99
190/50ZR-17	150.99
190/50ZR-17 YR1	185.99
200/50ZR-17	183.99

MICHELIN

MICHELIN MACADAM 50

FRONT	PRICE
110/90V16	77.99
120/70V16	79.99
110/80V17	79.99
120/70V17	84.99
110/80V18	78.99
110/90V18	84.99
90/90H18	73.99
100/90H18	75.99
100/90V18	79.99
100/90V19	79.99
REAR	**PRICE**
150/90V15	73.99
130/90V17	96.99
150/80V16	100.99
150/70H17	95.99
160/70V17	120.99
140/80V17	101.99
130/70H17	87.99
130/90V17	95.99
130/70H18	86.99
130/80V18	97.99
110/90H18	77.99
120/90H18	87.99
120/90V18	91.99

MICHELIN MACADAM 90X SPORT RADIAL

FRONT	PRICE
120/80ZR-16	89.99
110/70ZR-17	85.99
110/80ZR-17	86.99
120/60ZR-17	89.99
120/70ZR-17	89.99
130/60ZR-17	89.99
110/80ZR-18	87.99
120/70ZR-17	90.99
130/70ZR-17	87.99
110/70ZR-17	87.99
REAR	**PRICE**
150/80ZR-16	113.99
150/70ZR-17	105.99
160/60ZR-17	109.99
170/60ZR-17	112.99
180/55ZR-17	118.99
160/60ZR-18	108.99
150/70ZR-18	110.99
190/55ZR-17	136.99

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DUNLOP

D207ZR PERFORMANCE PACKAGES

PACKAGE A:	FRONT: 120/70 X 17	REAR: 180/55 X 17	PRICE
HONDA:	CBR600F4 99-00		
KAWASAKI:	ZX7R 91-95		
SUZUKI:	GSXR750W 94-95		
YAMAHA:	YZF750R 94-98		181.97*
PACKAGE B:	**FRONT: 120/70 X 17**	**REAR: 190/55 X 17**	
HONDA:	CBR929RR 00		
KAWASAKI:	ZX7R 96-00, ZX900 00		
SUZUKI:	GSXR750 96-00, TL1000 98-00, GSX1300R 99-00		
YAMAHA:	YZFR1 00, YZF1000 98-99		198.97*
PACKAGE C:	**FRONT: 120/60 X 17**	**REAR: 160/60 X 17**	
HONDA:	CBR600F2, F3 91-99		
KAWASAKI:	ZX600G 98-99		
YAMAHA:	YZF600 94-99		172.97*
PACKAGE D:	**FRONT: 120/60 X 17**	**REAR: 180/55 X 17**	
SUZUKI:	GSXR600 97-00		
YAMAHA:	YZFR6 99-00		179.97*

ELITE 2 TOURING PACKAGE	PRICE
130/70 X 18F 160/80 X 16R	192.97*

* $16.00 SHIPPING CHARGE FOR PACKAGES.

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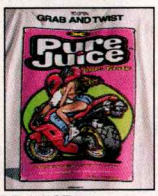
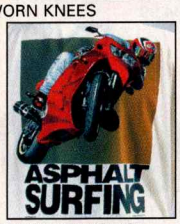
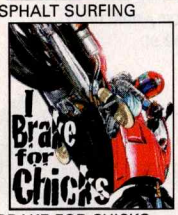


PURE JUICE

WORN KNEES



ASPHALT SURFING

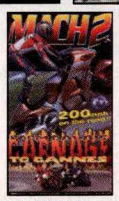


I BRAKE FOR CHICKS

ONE GOOD TURN

EENIE MEANIE

IMPACT VIDEO



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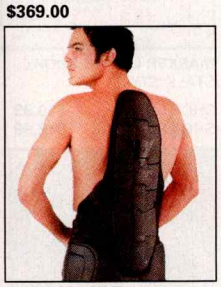

BACK SPACE T2

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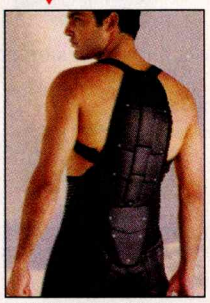

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SPACE 1, 2, AND 3
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DAINESE SAFETY JACKET AIR

$299.00

DAINESE SAFETY JACKET 20

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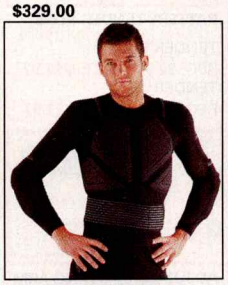

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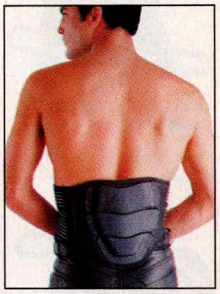
DAINESE BACK SPACE

G1, AND G2
$73.00



DAINESE BAP 2000/3

$73.00

DAINESE BAP 2000/4

$83.00

DAINESE BAP 2000/5

$84.00

DAINESE BAP 2000/8

$144.00

DAINESE BAP 2000/9

$154.00

CHAPARRAL MOTORSPORTS

www.800-841-2960.com

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3. City Code - Factory, CA
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5. Acct# - Salesman Name

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Ad Code 0801MC valid July 1 - August 15, 2001.

OCELOT

SALE

OCELOT QR 24 LITER TANK BAG

REG. 84.99 **SALE $57.97**

SALE

OCELOT QR 18 LITER BAG

REG. 79.99 **SALE $52.97**

SALE

OCELOT MAGNETIC 12 LITER TANKBAG

REG. 64.99 **SALE $45.97**

SALE

OCELOT TAILBAG 17 LITER

REG. 59.99 **SALE $39.97**

SALE

OCELOT QR 12 LITER TANK BAG

REG. 46.99 **SALE $32.97**

TRICK KIT FENDER ELIMINATION KIT

FROM $80.99

TANK SKINS

FROM $53.99

SEAT SKINS

FROM $44.99

NADY

NADY MA-100 MOTORCYCLE ALARM

$41.99

NADY MA-200 MOTORCYCLE ALARM AND PAGER

$142.99

ChatterBox!

CHATTERBOX HJC-2002 SECURITY SYSTEM

$71.99

THUNDER PAGE MOTORCYCLE SECURITY ALARM SYSTEM

FROM $254.99

XENA ALARM DISC LOCK

CLASSIC YELLOW OR CHROME

FROM $49.99

SALE

BATTERY TENDER PLUS

TENDER PLUS-
REG. 52.99 **SALE $34.97**
TENDER JR-
REG. 34.99 **SALE $21.97**

SALE

ADJUSTABLE SWING ARM STAND SERIES II

REG. 70.99 **SALE $66.97**

SALE

LP SPEED SCREEN

SMOKE OR CLEAR-
REG. 37.99 **SALE $34.97**
DRK. SMOKE OR COLORS-
REG. 46.99 **SALE $42.97**

DOWCO

SALE

DOWCO GUARDIAN COVERS

SIZE	REG.	SALE
45	52.99	$36.97
50	54.99	$40.97
100	64.99	$47.97
125	71.99	$50.97
150	77.99	$58.97

ALUMINUM CHAIN GUARDS

FROM $35.99

SALE

UNIVERSAL CAFE FAIRING

REG. 40.99 **SALE $36.97**

MARKER LIGHTS FLUSH MOUNT I

FROM $12.99

MARKER LIGHT FLUSH MOUNT II WITH LENS

FROM $16.99

MARKER LIGHT FLUSH MOUNT III WITH FULL LENS

$12.99

MARKER LIGHTS SHORT STALK STYLE

SHORT STALK I	$10.99
SHORT STALK II	$12.99

LP LIGHT LIDS

CLEAR/SMOKE	$17.99
AMBER	$27.99

CBR MIRROR

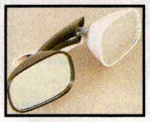
$26.99 EACH

ZX MIRROR

$26.99 PAIR

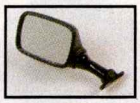
CARBON LOOK F-1 MIRROR- PAIR

CARBON BLACK	$53.99
CARBON LOOK	$26.99
BLK OR WHT	$20.99



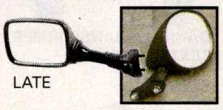
COWL MIRROR

$24.99 EACH



YZF MIRRORS

$26.99 PAIR



LATE CONE

GSXR MIRROR

CONE STYLE-EA	$12.99
LATE STYLE-PR	$26.99

NINJA MIRROR

$12.99 EACH

BAR-END MIRROR

$21.99 EACH

FORMULA RACE CARBON MIRRORS

$53.99 PAIR

SAFETY WIRE

$12.99

SAFETY WIRE PLIERS

$29.99

SUPER SAVINGS

KRYPTONITE BARBED WIRE WITH EV DISC LOCK

REG. 71.70 **SALE $39.97**

BIEFFE

SALE

BIEFFE AIRTECH HELMET

SNELL 95 AND DOT APPROVED
Y2 RED/BLK/PURP/SIL SHOWN
WHT OR BLK:
REG. 104.99 **SALE $98.97**
MULTI:
REG. 109.99 **SALE $104.97**

BIEFFE GPR HELMET

SNELL 95 AND DOT APPROVED
BIAGGI SHOWN
WHITE **$260.99**
REPLICAS **$309.99**

SALE

BIEFFE PREDATOR HELMET

SNELL 95 AND DOT APPROVED
REG. 219.99 **SALE $202.97**

SALE

BIEFFE B8 HELMET

SNELL 95 AND DOT APPROVED
K1 WHT/BLUE/BLUE SHOWN
REPLICA:
REG. 124.99 **SALE $115.97**
MULTI:
REG. 99.99 **SALE $78.97**
WHITE:
REG. 89.99 **SALE $71.97**

SALE

O'NEAL ST-899 HELMET

SNELL 95 AND DOT APPROVED
RD/BLK SHOWN
REG. 152.99 **SALE $99.97**

MOTION PRO MERCURY CARBURETOR SYNCHRO TUNERS

$64.99

OCELOT DELUXE HELMET BAG

BLACK **$15.99**

THH

THH T-793 HELMET

SNELL APPROVED
BLACK/RED SHOWN
MULTI **$106.99**
SOLID **$89.99**

THH T-888 CLASSIC HELMET

DOT APPROVED
$64.99

THH T-380 HELMET

DOT APPROVED
$39.99

SHOEI

SHOEI SYNCROTEC HELMET

DOT APPROVED
BLACK SHOWN
WHT OR BLK **$388.99**
COLORS **$399.99**

SHOEI TZ-1 GRAPHICS

SNELL 2000 AND DOT APPROVED
TC-5 BLU/WHT/RED SHOWN
GRAPHICS **$352.99**
METALLICS **$275.99**
SOLIDS **$260.99**

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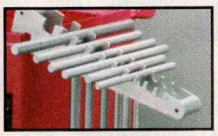
UNIVERSAL VISTA CRUISE

$25.99

Motion Pro



MOTION PRO T-HANDLE TOOL RACK

$24.99

T-HANDLE WRENCHES

$29.99

LP LOCKHART PHILLIPS USA

LP GLASMASK TANK TOP

FULL- **$40.99**
HALF- **$31.99**
EMBROIDERED- **$35.99**
CARBON LOOK- **$44.99**

TOUR MASTER CORTECH SADDLEBAG

BLACK
$139.99

TOUR MASTER CORTECH TAILBAG

BLACK
$76.99

TOUR MASTER NYLON SLANT SADDLEBAGS

LARGE-**$71.99**
XLARGE-**$80.99**

VANCE & HINES

VANCE & HINES IGNITION ADVANCERS

FROM $42.96

EBC

EBC STREET RACER CLUTCH KIT

FROM $39.99

national cycle

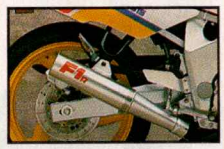
NATIONAL CYCLE PLEXIFAIRING™ 3

FROM $97.99

NATIONAL CYCLE PLEXISTAR 2

FROM $97.99

COBRA



COBRA SUPERBIKE MUFFLER

F1- **$149.99**
F1R- **$204.99**

national cycle

NATIONAL CYCLE TOURING HEAVY DUTY™ WINDSHIELD

$142.99

NATIONAL CYCLE RANGER HEAVY DUTY™ WINDSHIELD

FROM $113.99

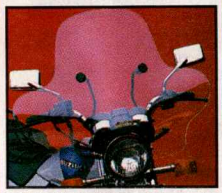
NATIONAL CYCLE STREET SHIELD

FROM $73.99

NATIONAL CYCLE DEFLECTOR SCREEN

FROM $50.99

slip streamer



SLIP STREAMER III® S-03 'THE ORIGINAL'

FROM $99.99

SLIP STREAMER SPORT FAIRING SS-28

FROM $96.99

SLIP STREAMER HELLFIRE SS-24

FROM $73.99

CHASE HARPER

CHASE HARPER HIDEAWAY TAIL TRUNK

$39.99

CHASE HARPER STEALTH TANKBAG

$39.99

CHASE HARPER AEROPAC TAIL TRUNK

$61.99

YOSHIMURA

SUPERTRAPP

VANCE & HINES

Available Call For Pricing

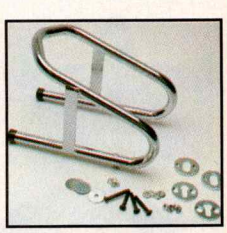
TOUR MASTER®

TOUR MASTER SPORT TOURING JACKET & PANTS

JACKET- BLACK
$116.99
PANTS- BLACK
$107.99

HEADLIGHT BULBS

YELLOW H4 12V 60/65W
$11.99
GOLD H4 12V 60/55W
$18.99
BLUE H4 12V 60/55W
$16.99
ULTRA WHT H4 12V 60/55W
$15.99
ALL WEATHER H4
$14.99



POP CHOCKS

SECURES MOTORCYCLE FOR TRAVEL
$38.99

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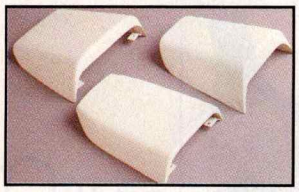
OLYMPIA SPORTS

OLYMPIA #180 MONSOON GLOVES

$35.99

OLYMPIA #206 RACER III

$31.99

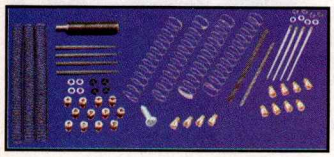


REAR SEAT COWLINGS

FROM $32.99

PRO GRIP RVGS GEL GRIP MODEL 719 FOR STREET BIKES

$9.99



K&N INTAKE PERFORMANCE JET KITS*

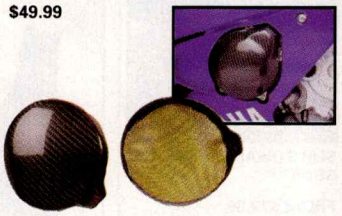
STAGE I FROM $26.96
STAGE III FROM $44.96
*SPECIAL ORDER ITEM

OLYMPIA 4350 ALL SEASON I

AVAILABLE FOR MENS AND LADIES.
$53.99

OLYMPIA #315 KEVLAR SPORT II

$49.99

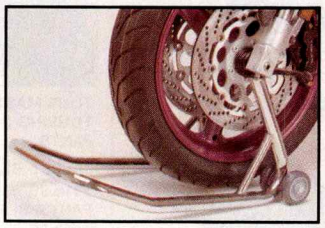


CARBON CASE GUARDS

FROM $40.99 EACH

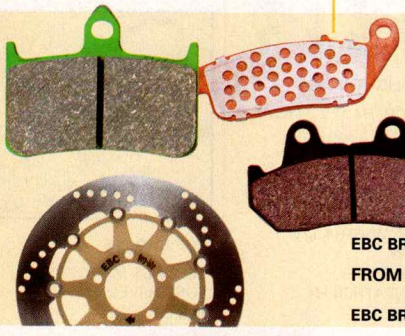
GRAND TOURING USA TACKI GRIPS

$6.99



LP USA RACE STAND

$94.99



EBC BRAKE PADS FOR STREET BIKES

FROM $9.99

EBC BRAKE ROTORS (CALL FOR PRICING)

OLYMPIA #140 DEERSKIN I

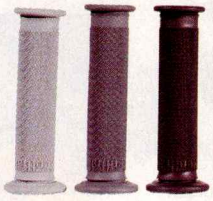
BLACK ONLY.
FROM 26.99

OLYMPIA #410 GEL SPORT GLOVES

$53.99

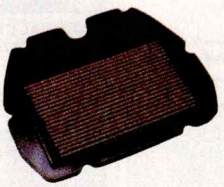
PRO GRIP MODEL 713 SUPERBIKE GRIP

$6.99



RENTHAL STREET GRIPS

$8.99



K&N O.E.M REPLACEMENT AIR FILTERS

FROM $22.99

K&N AIR FILTER CLEANER & DEGREASER

32OZ. SQUIRT BOTTLE
$8.99

K&N RECHARGER KIT

$7.99

OLYMPIA #311 STUDDED KEVLAR SPORT

49.99

SRS CARBON GLOVES

REGULAR $99.99
SALE $79.97

PRO GRIP MODEL 701 SUPERBIKE GRIP

$6.99

BAR ENDS

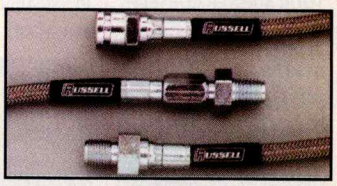
FROM $7.99

LP USA SWING ARM BUTTON KIT

$11.99

LP USA RACE SWINGARM STAND

$103.99



RUSSELL CYCLEFLEX TWO LINE RACE KITS

FRONT $66.99
REAR $38.99

RUSSELL CYCLEFLEX CRUISER/STREET BIKE BRAKE LINES

FROM 43.99

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2. Call Salesman and Confirm
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4. Reference # - Name of Customer
5. Acct# - Salesman Name

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Ad Code 0801MC valid July 1-August 15, 2001.

GENUINE PARTS

YAMAHA SUZUKI Kawasaki HONDA

SADDLEBAG SUPPORT BARS

ROAD STAR $69.95
V STAR $69.95
SUZUKI $52.95

ENGINE GUARDS

ROAD STAR $99.95
V STAR FROM $91.95
VULCAN $87.95
INTRUDER $79.95

LUGGAGE RACKS

ROAD STAR $89.95
V STAR $86.95
INTRUDER LC SOLO $83.95

CHROME SIDE COVERS

SHADOW VLX $99.99
VALKYRIE $150.00
VULCAN $184.95

COVERS

VENTURE EXPNDBLE. $124.95
INTRUDER LC $118.95
V STAR $79.95

V STAR CHROME BATTERY SIDE COVERS

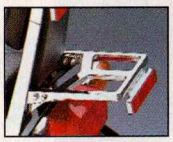
$59.95

ROAD STAR/ROYAL STAR/V STAR CHROME GRIPS

$54.95

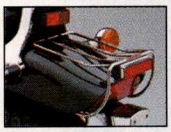
V STAR CHROME RIDER FLOORBOARDS

$159.95



REAR CARRIERS

SHADOW VLX (SQUARE) $85.00
ACE/ACE 750/ ACE TOURER (CHROME) $158.93
VALKYRIE/ VALKYRIE TOURER (CHROME) $111.00
INTRUDER $169.95



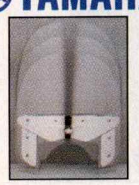
REAR FENDER RACKS

ROAD STAR $89.95
V STAR $89.95
INTRUDER $54.95
INTRUDER LC CHROME $74.95

CHROME MASTER CYLINDER COVERS

ROAD STAR $19.95
V STAR $16.95

YAMAHA



ROAD STAR SILVERADO WINDSHIELDS

TALL	$302.84
REPL.	$169.95
MEDIUM	$299.95
REPL.	$165.70
SHORT	$299.95
REPL.	$169.95
MOUNTS	$89.95

ROAD STAR/V STAR/ VENTURE BILLET HANDLEBAR CLAMP

BALL MILLED $61.95

ROAD STAR/ROYAL STAR/VENTURE/V STAR BILLET MIRRORS

$99.95

HONDA

VALKYRIE/ VALKYRIE TOURER CHROME SWINGARM PIVOT COVERS

$92.95

WINDSHIELDS

SHADOW ACE 750 CRUISER $136.50
ACE DELUXE $140.99
SHADOW VLX $73.13
VALKYRIE CHROME $560.00

Kawasaki

KAWASAKI NOMAD™ STEERING HEAD COVERS

$94.95

KAWASAKI ARLEN NESS™ "ALTERNATIVES" CHROME MIRRORS

$44.95

SUZUKI

SUZUKI INTRUDER LC SOLO SEAT TRIM

$79.95

SUZUKI INTRUDER CHROME RADIATOR COVER SET

$89.95

SUZUKI INTRUDER LC CHROME FRAME COVERS

$39.95

SUZUKI INTRUDER LC CHROME BATTERY COVER

$34.95

TOUR MASTER TANK DIVIDER A.C.E.

$22.99

CRUISER BAG SISSY BAR/ TRAVELCASE

CASE/BAG
XL CLASSIC $197.99
XLRIVET $215.99
L CLASSIC $179.99
L RIVET $188.99
SISSYBAR CASE
S CLASSIC $58.99
S RIVET $62.99
TOOLBAG #305
CLASSIC $31.99
RIVET $35.99

CRUISER BAG BOX SADDLEBAG

XLCLASSIC $107.99
XLRIVET $116.99
L CLASSIC $85.99
L RIVET $89.99
M CLASSIC $71.99
M RIVET $76.99

CRUISER BAG SLANT SADDLEBAG

XLCLASSIC $134.99
XLRIVET $143.99
L CLASSIC $125.99
L RIVET $134.99
M CLASSIC $98.99
M RIVET $107.99

CHASE HARPER

CHASE HARPER BREEZE BUSTER

$30.99

EXCEPTIONAL QUALITY!

RETRO AVIATOR GOGGLES

$84.99

TRAVELCADE

TRAVELCADE DESPERADO RIGID MOUNT SADDLEBAG

HONDA SHADOW 1100 AND ACE 87-96
KAWASAKI VULCAN 800 95-96
SUZUKI INTRUDERS ALL 700-1400 85-96
H-D SPORTSTER 85-93
H-D SPORTSTER 94-96
H-D DYNA 91-95
$219.99

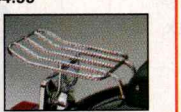
COBRA

COBRA FOOTPEGS

$82.99

COBRA LICENSE PLATE BACK

$44.99



COBRA REAR LUGGAGE RACKS

$80.99

COBRA LIGHTBARS

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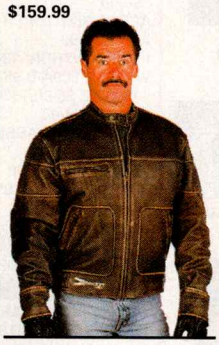

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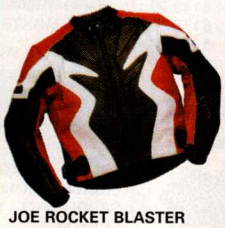

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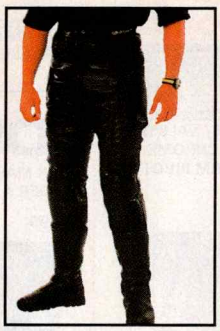

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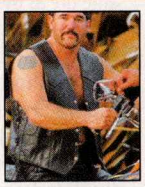

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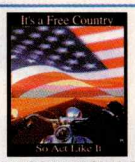

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PRO GRIP SKULL GRIP
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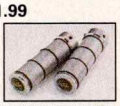

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gear box

Compiled By Josh Norem

Ogle These Goggles

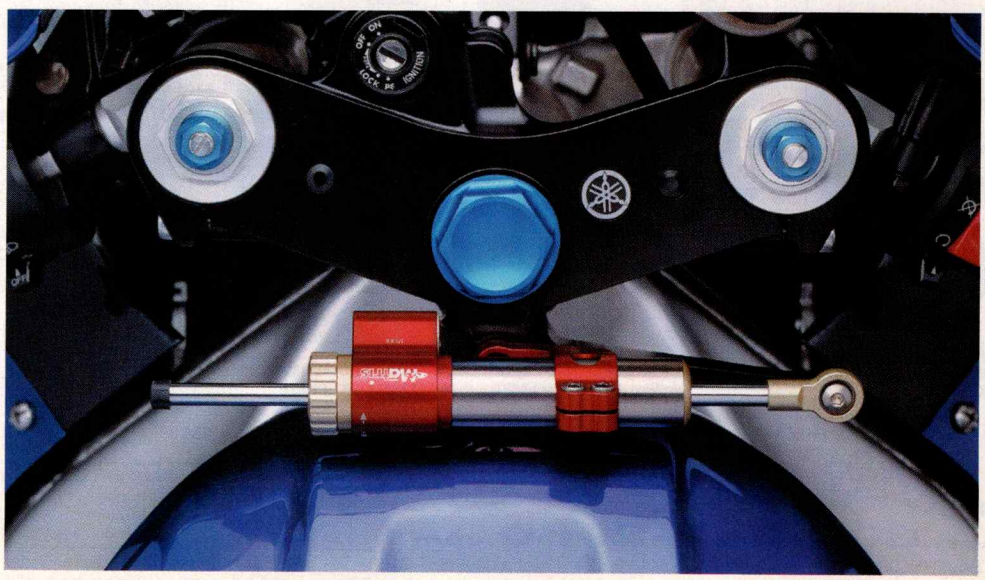
Whenever we take the Harley-Davidson test bikes out for a spin, we wear leathers, but usually don open-face helmets with goggles. It's a good look—one that says, "Bad to the bone," we're sure. Upon arrival at the local Harley hangout, we're then forced to slip on sunglasses and bandannas with "Ride to Live" emblazoned upon them. The point of all this? We don't like switching from glasses to goggles, and now we don't have to. With the Wiley X SG-1 Eyewear System, just snap off the temples, attach the elastic strap and voilà—sunglasses are now goggles. They cost $99 and include two sets of lenses (smoke green and clear). Call (800) 776-7842 or check out www.wiley-x.com.

Der Rennsport, Ja?

Forgive the pun, but the new Metzeler Rennsport RS Street Radials are pretty slick. Actually, their tread pattern is "semislick," so there's nothing but rubber on the ground at maximum lean angle. Proven for more than a year on the racetrack, the new street-going Rennsports ($209.95–$250.00) are in fact the same tire as the hard-compound race tire of last year. The Rennsports employ a zero-degree steel-belted radial construction that allows them to run cooler, steer better and last longer despite the softness of the compound. For more information give Metzeler a call at (610) 524-2190 or click on www.metzeler.com.

The Matris Has You

Bikes from the good old days were slow and long—just the way we liked 'em! Nowadays, they're all short and twitchy, and the crazy paint jobs...don't even get us started. Anyway, radical geometry (combined with worn-out suspension) can sometimes require an aftermarket steering damper, and the newest kid on the block is an Italian firm named Matris. Its dampers are fashioned from titanium with stainless steel shafts and aluminum hardware, and offer on-the-fly damping adjustment via a large knob (rate increase is linear). Mounting position depends on the bike, as does price ($320–$440). Call Two Brothers Racing at (714) 550-6070 for more data, or visit www.twobrothers.com.

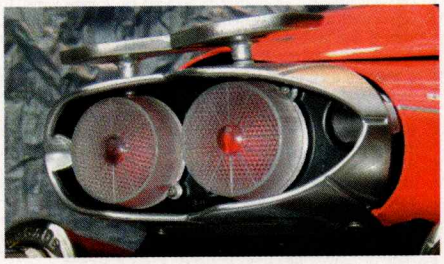


Wee Cables

Well, aren't these just precious? Nobody likes using giant automobile jumper cables for their bike, so Yuasa has concocted a Mini-Me set for motorcycles, ATVs and Canadians (snowmobiles, that is). The cables use thick, 8-gauge wire for up to twice the starting power of conventional 10-gauge cables, and offer tiny teeth that are perfect for low-clearance conditions. They're only $14.50, and include a cool tote bag. To get the skinny, call (866) 431-4784, or go to www.yuasabatteries.com.

To Air is Human

Motorcyclists generally don't like to "get air," because it usually involves a sky/ground scenario that results in a fair amount of pain. Just ask Burns. But it's OK to get air if it's meant to cool you off, and that's what the Airblade Jacket ($299.99) from Fieldsheer is all about. Fashioned from 1.2mm–1.4mm cowhide with a mesh liner, the 'Blade sports perforations in the front, sleeve and back panels, and includes a full-circumference zipper to attach to pants. Arms are precurved, and there's armor in the shoulders and elbows, too. Choose from black, blue, red or yellow, then call Fieldsheer at (888) 829-4328 or surf to www.fieldsheer.com.



Not a Yamaha!

If you thought you had to buy a Yamaha YZF-R6 to get clear taillights, think again. A company called Clear Alternatives is now making clear taillight assemblies for most late-model sportbikes, but they're not street legal—yet. The kit includes clear lenses and will replace your existing taillight. Note: The bulbs are street legal as tested, but because part stores don't sell red taillight bulbs (you have to buy them from the company) the kit is not DOT approved. Therefore, they're sold as "for show" only. Prices vary, but expect to pay about $100 for a kit. Call (866) 257-5367 or check out www.clearalternatives.com.

Schuberth Concept Helmet

Schuberth's new flip-up Concept helmet touts precision German engineering, the finest GFK carbon Kevlar composite materials, very low wind noise as a result of its wind-tunnel-tested design—the usual. If you want a flip-up helmet which makes it easy to converse and bite things without removing your helmet, the Concept's a player. You're not supposed to ride with it open, though, and all the hardware that comprises the flip-up mechanism results in a heavyish helmet and makes the Concept a little snug around the ears (even an XL on a L head). Most of us don't get what's so tough about just removing your helmet when you stop, and letting your ears breathe? Unless you're a cop or have a tiny bladder and stop constantly. The Concept's not particularly quiet, either, but the shield mechanism is nicely executed; easy to operate with either hand, and with an excellent de-mist opening. There's a tricky dark visor that pops down about a third of the way behind the main shield (shields are UV-filtering, anti-scratch, antifog), which is nice, but the thing works its way down, when you don't want it to, over bumps. We're not big fans of flip-up lids, but if you are, the Schuberth is worth a look-see. DOT-approved, no SNELL sticker.

PRICE: $399
RATING: ★★★★★
VERDICT: *Typical too-trick Teutonic technical titillation.*

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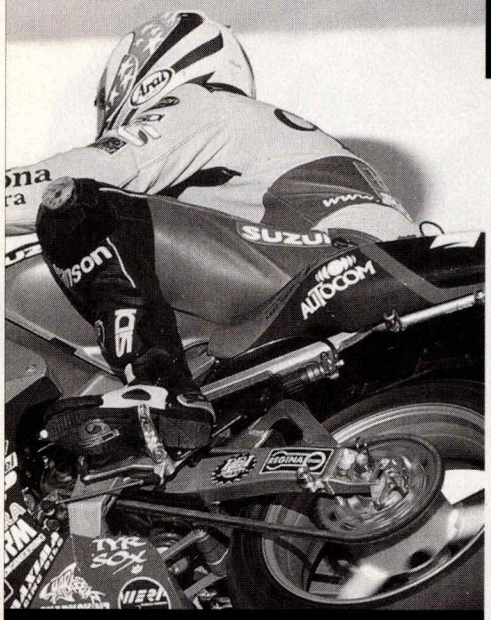

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2. TO ENTER: Between 12:00:01 AM ET, May 1, 2001 and 11:59:59 PM ET, July 24, 2001, visit www.speedvision.com and click on the "Best of Both Wheels" Sweepstakes link. Participants must enter their name, street address, city, state, zip code, day-time phone number and email address to enter. You may complete your entry by clicking the "Submit" button. To enter by mail complete the official entry form, which can be found in July, 2001 and August, 2001 issues of Motorcyclist Magazine, or send a 3" x 5" post card including your name, street address, city, state, zip code, day-time phone number and email address (if available) and mail to: Speedvision "Best of Both Wheels" Sweepstakes, P.O. Box 910, Newark, NY 14513-0910. All mailed entries must be received by July 24, 2001. By registering for this sweepstakes, online participants are aware of and agree with sponsor's privacy policy located at: www.speedvision.com/privacy.html. Sponsor is not responsible for malfunctions of electronic equipment, computer hardware or software, or lost, late, incomplete illegible, damaged or misdirected entries, or entries containing incorrect information. Sponsor is not responsible for problems downloading entries from the web site or for any other technical problems related to web site entries or failure to distribute questions. Limit one entry per person or e-mail address. Sponsor reserves the right to modify, suspend or terminate the on-line portion of this Sweepstakes in the event that it becomes infected by a computer virus or is otherwise technically impaired. In the event of a dispute regarding the identity of the person submitting an online entry, the entry will be deemed to be submitted by the person in whose name the e-mail account is registered. Entries become the property of Sponsor and will not be acknowledged or returned. Sponsor reserves the right to disqualify anyone tampering with the entry process or who is otherwise in violation of these official rules.

3. DRAWING: Winners will be selected on or about July 31, 2001 from all eligible entries received, in a random drawing conducted by Vertical Mix Marketing, Inc., an independent judging organization, whose decisions are final on all matters relating to the sweepstakes. Each winner will be notified by express mail and/or phone and will be required to sign and return an Affidavit of Eligibility and Release from Liability ("Release") which must be received by Sponsor within 10 days of notification or prize will be forfeited and an alternate winner selected. Return of any prize notification as undeliverable will result in disqualification and selection of an alternate winner.

4. PRIZES AND ODDS OF WINNING: One (1) Grand Prize: Ford Harley-Davidson F-150 SuperCrew truck and Harley-Davidson® FXDL Dyna Low Rider® motorcycle; (Estimated Retail Value: $49,590). Ten (10) First Prizes: One year subscription to Motorcyclist magazine and a Speedvision merchandise prize pack; (Estimated Retail Value: $40 each). Winner is responsible for vehicle registration, license, taxes and insurance. Winner must provide a valid drivers license and satisfactory proof of insurance at time of delivery. Winner is responsible for all taxes and expenses, including but not limited to: sales tax, luxury tax, destination charges, registration, title and license fees, insurance, and all other costs incurred in claiming, registering or using the vehicle. Winner is responsible for all costs associated with any upgrade/option packages. All prizes will be awarded. Prizes are not transferable. No prize substitutions or cash redemptions allowed, except at the Sponsor's sole discretion if the advertised prize becomes unavailable. Limit one prize per person/household. Odds of winning depend on the number of eligible entries received.

5. GENERAL: Sweepstakes is governed by the laws of the United States, with venue in Connecticut and all claims must be resolved in the courts of Connecticut. By entering, entrants agree: (1) to release and indemnify Sponsor, Ford Motor Company, Motorcyclist/ emap usa, Vertical Mix Marketing, and each of their respective parents, subsidiary and affiliated entities, directors, officers, employees and agents from all liability, loss or damage arising out of their participation in the Sweepstakes and with respect to their acceptance and use or misuse of the prizes; (2) to be bound by the Official Rules; (3) that the decisions of the judge are final and binding on all matters relating to the Sweepstakes; and (4) to the use of their names and likenesses for editorial, advertising and promotional purposes in all media worldwide (including online) without additional compensation, except in TN and where otherwise prohibited by law. All applicable federal, state and local laws and regulations apply. Winners are responsible for all federal, state and local taxes. All winners will be issued 1099 tax forms for the ERV of their prizes exceeding $600.

6. WINNERS' LIST: For a list of winners, send a stamped, self-addressed envelope to be postmarked by July 31, 2001 and received by August 7, 2001, to: **SPEEDVISION "BEST OF BOTH WHEELS" SWEEPSTAKES**, Winner's List, 2 Park Avenue, 14th Floor, NY, NY 10016.

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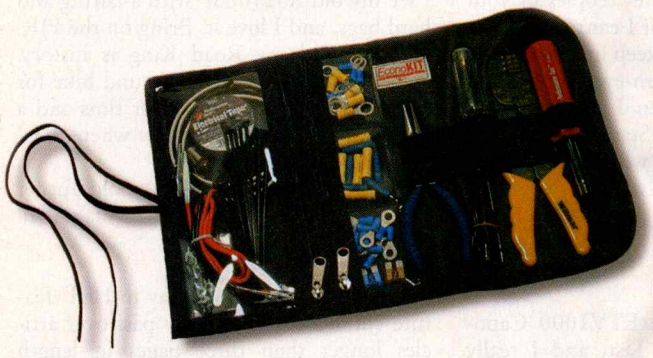
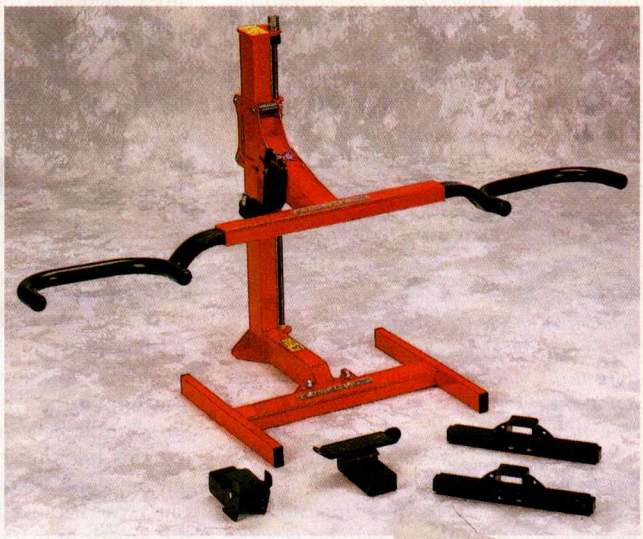


Power Tools

Right at the top of our list of the Most Annoying Things in the World is being stuck on the side of the road with electrical trouble. The second is making lists of things that annoy us. To remedy the first situation, there's CruzTool's Roadside Electrical Kit, the EL-1. The tool kit has a wire crimper/stripper, needlenose pliers, a 12-volt test light, jumper test leads, fuses, replacement bulbs, electrical tape and other useful things. And hey, if you don't know jack about this stuff there's even a handy troubleshooting guide. It'll set you back $44.95, which is a lot less than a ride in the tow truck. Call (888) 909-8665 or visit www.cruztools.com.



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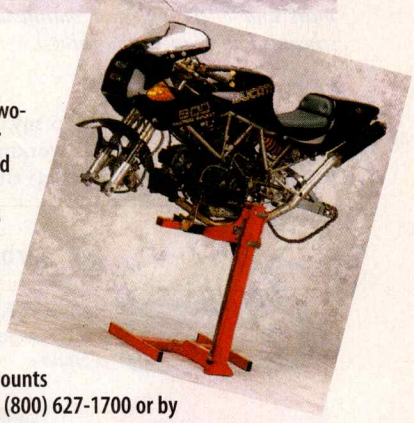

The EZ-Rizer (no relation to Dennis Hopper or Peter Fonda) holds your two-wheeled money pit by the wheels or the frame, and requires the sidestand to be locked to the lift to prevent accidents. The lift even allows you to push your bike several degrees in any direction without penalty. It supports up to 2000 pounds, so Harley owners can use it, too. For $540 you get the lift and one free mounting attachment (additional mounts are $69.95). Get more info by calling (800) 627-1700 or by surfing over to www.bike-lift.com.

Bubble Butt for Your Bike

Most sportbikes have *cavernous* underseat storage areas. You can fit an *entire* PowerBar under there! For times when you need to carry more than a tin of Altoids, however, there's the Givi Speedpack. Strap it to the passenger seat for 40 liters of storage space. Better yet, unhook the pack and it becomes a backpack. The pack comes in gloss black, blue, green, red and yellow, includes a back pad and carrying strap, and costs $269.95. Call Givi at (877) 679-4484 to locate your nearest dealer or click on www.giviusa.com.

Beginner Bikes

It's never too early to teach little ones the value of spending every red cent on upgrading and tweaking their motorcycles. To teach this life lesson, you can start with Hot Wheel's Mechanix Bikes. They come loaded with accessories and can transform into several machines. This "Rocket Bike" is three bikes in one: It can be a cruiser, sportbike or drag bike. Perhaps one of the Big Four will license this technology for actual motorcycles? Dare to dream! It costs approximately $11 and can be purchased at most major toy stores, or you can order the bikes online at www.service.mattel.com. MC

continued from page 23

falls off? The problem there is I can't recall anything like that happening in the 12 years I've been in this business, and I can't recall any of the manufacturers recalling their entire product line, either. Even those notoriously fickle Italian bikes have never let us down so far as I can remember—including brand-new models from Aprilia and MV Agusta. We've had some trouble with Triumphs, which were duly logged and reported. Now that you bring it up, come to think of it, Buell does hold the all-time record for producing target-rich bikes for us. Maybe you'd be happier sticking to Buell newsletters, where other brands don't exist?

PS: Somebody posted somewhere that we're asses at the magazine because we flog the pee out of the bikes and treat them worse than a real buyer would. He's right—that's exactly what we do. He's the ass for not realizing that's exactly what we're here to do; to try to break them—not by abuse but by many hard, fast miles and often imperfect maintenance (re: scheduled oil changes and things).

TAXES, MAYBE?

Thanks for helping me keep my sanity. I am an expatriate-Brit biker working on an American-sponsored base in the Sinai Desert in Egypt. The Force Exchange has just started stocking a few copies of your mag (May 2001), and if I can't ride a bike out here, at least I can keep up with what's going on. I get the green-eyed monster of jealousy, however, when I see the prices you pay in the United States for bikes. In the United Kingdom we pay at least a third more for our hardware.

Ian Sharp
Via e-mail

COMING SOON

I saw that the Aprilia ETV1000 Caponord is listed in The List, and I really would like to know if this bike is already available in the American market. If not, does Aprilia have any intentions of bringing this bike here? Or is it just another one of those bikes that only Europeans can savor because it is not "suitable" for the American market?

Marco Lemes
Via e-mail

Nope, Marco, Aprilia will have it here soon. Check with your dealer (and check page 25 for a short first-ride piece).—Ed.

MORE FJR

I see my old XS1100SF with a fairing and hard bags, and I love it. Bring on the FJR, Yamaha, and my Road King is history. This has to be a great all-around bike for anyone. A little chrome, nicer rims and a backrest, and it will sell. Now where did I put that "for sale" sign?

Arnold Turner
Via e-mail

COLD DAY IN HELL

Thanks for the "A Cold Day in Hell" feature (June 2001). I usually pass over articles longer than three pages in length (ADD?), but the mention of Scotty Parker made me stop and read it. Great to see that he is still turning the bars. I sure will miss him at Springfield this year.

Allen Pflibsen
Aurora, IL

We appreciate your views and opinions. Send letters to BACKFIRES, *Motorcyclist*, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515, or fax them to (323) 782-2372. If you have Internet access, you can e-mail your thoughts to us at mcmail@emapusa.com. Letters must be signed and include your address and telephone number; however, we will withhold your name at your request. We reserve the right to edit letters for clarity and/or length. The views expressed here are not necessarily those of *Motorcyclist*. All materials sent to the editors will become the property of *Motorcyclist* and cannot be returned.

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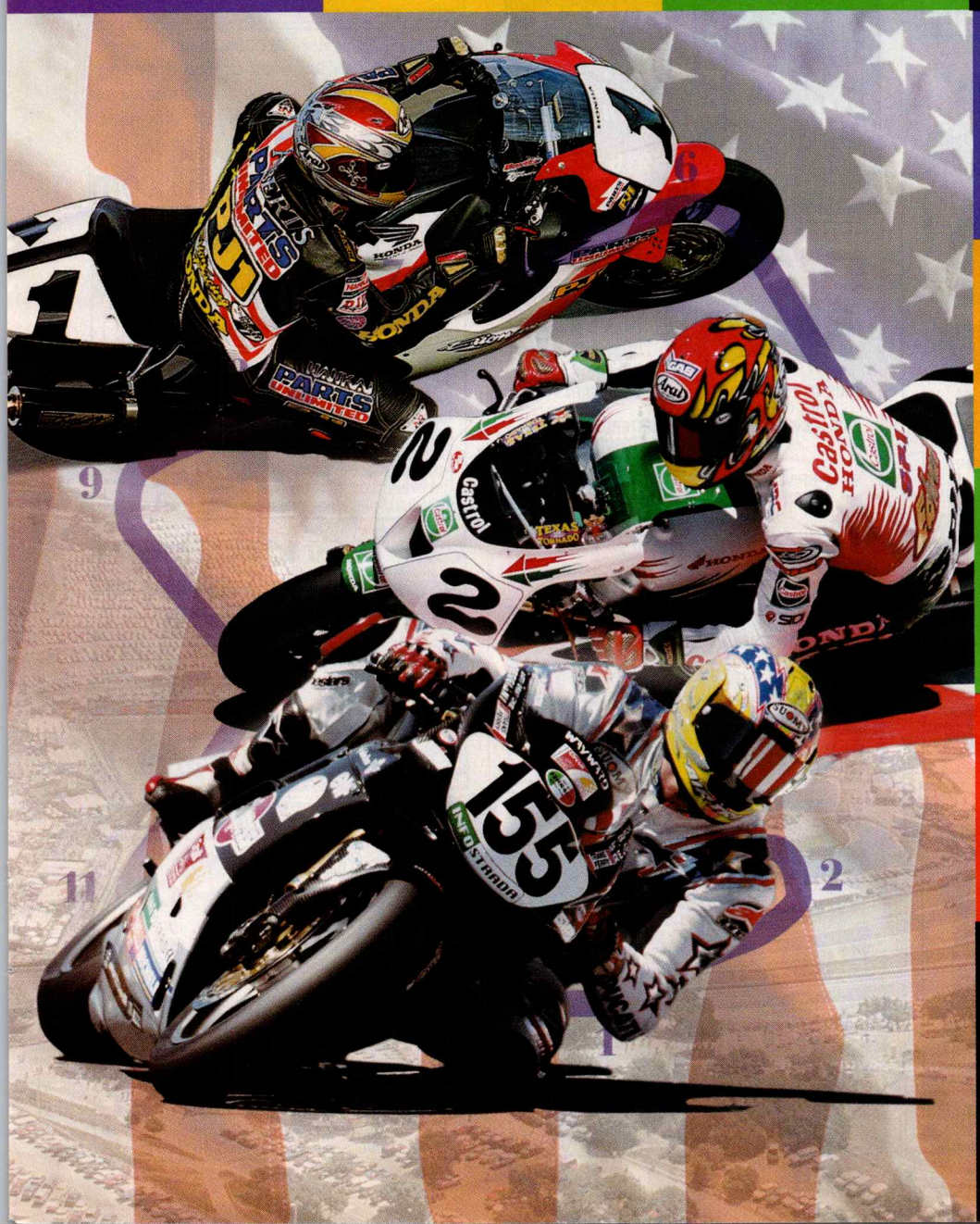

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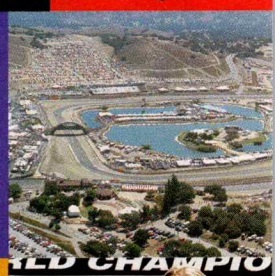

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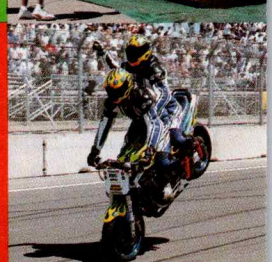

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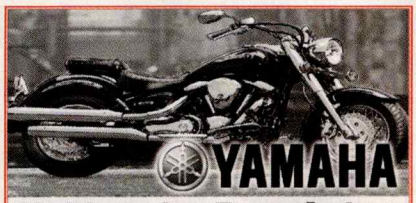

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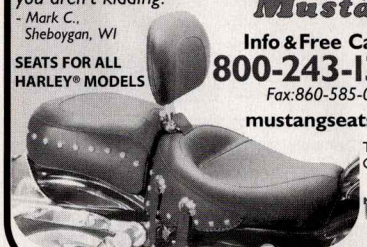

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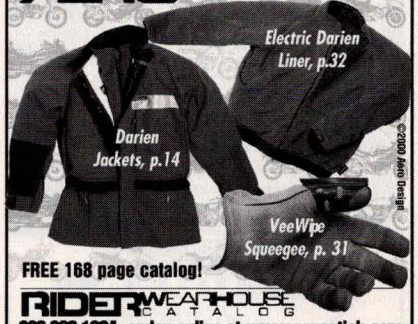

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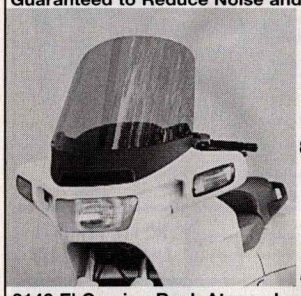

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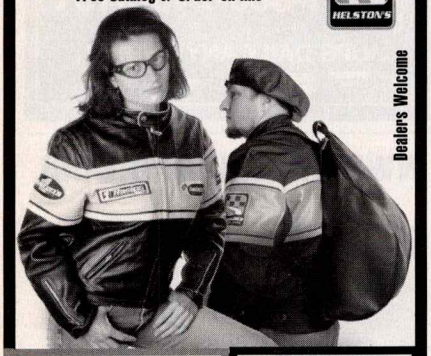

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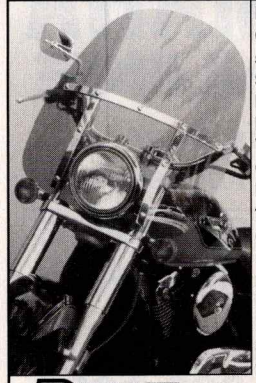

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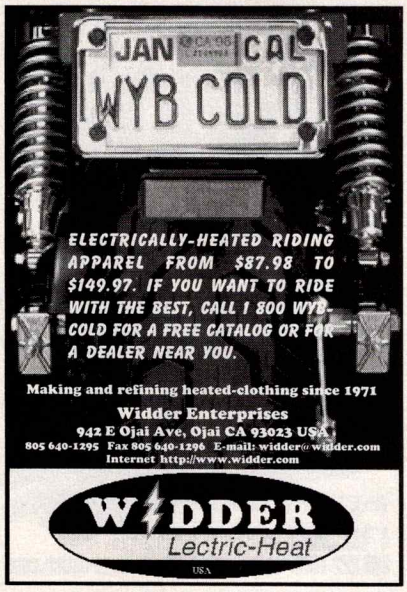

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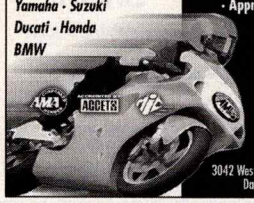

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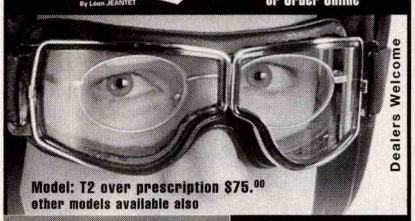

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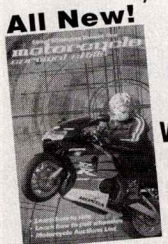

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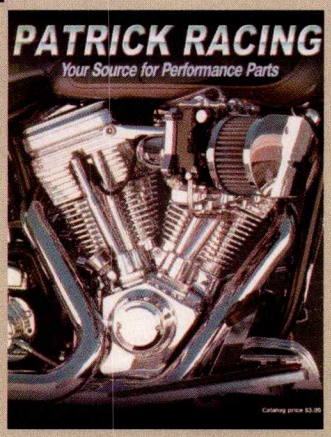

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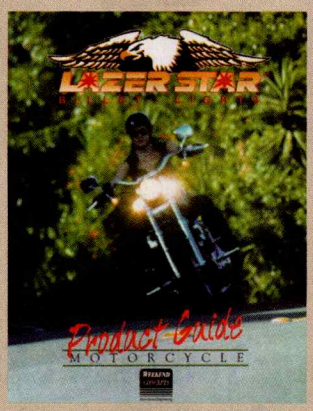

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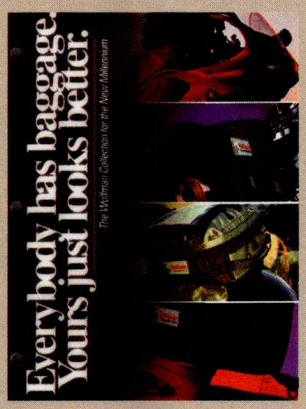

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the real world

Edited By Marc Cook

INDUSTRY INSIDER

Twelve Things You Didn't Know About:

Leather Suit Manufacturing

Frank Thomas's Nik Ellwood has seen the whole process, from dead cow to shiny suit; he shares his skewed viewpoint with us.

You can make leather from anything that has a skin, including our aquatic friends. Suits are most commonly made from cowhide or goat skin—those are the two materials we use primarily at Frank Thomas—and to get that you have to, of course, slaughter the animal. But the skin will be of the greatest quality as soon as you take it off the animal because it's a natural product; so you need to preserve it. That's done by tanning, a process that uses tannic acid to preserve the skin. During tanning, we can do several things to the leather. We can make it ultrasoft, which is called aniline leather. That's used in products such as leather driving gloves; the leather has a real peachy feel to it. We can also make the leather hydrophobic. That means, literally, it scares water away, which is something we do to leather intended for boots.

A cowhide is half of the total skin. That's true for most larger animals, but for smaller animals such as the goat, it's just called the skin and it's the whole of the skin. For suits, we don't ever use all of the hide, instead we take a cut of the center. Around the stomach, neck and legs you get a lot of stretch marks and irregularities in the leather that make it unsuitable, no pun intended.

Companies that build leather suits obviously don't own the cows or the tannery so a buyer is hired. The buyer goes to the tannery and measures the thickness of the hides. In fact, he'll measure every hide he buys, not just samples from the lot. Then he'll test the tear strength of the leather with a calibrated tool inserted into a slit cut into the hide. It's like a torque wrench set to 12Nm (Newton-meters) that stretches the leather. If the leather has torn beyond the original slit, it's rejected.

MARC COOK

Leather skins can be tailored to the application by varying their thicknesses. The leather buyers will look at how easily the leather can be bundled; obviously, there's no reason to have really stiff leather in a suit. (But for boots you want stiffer leather and we use 2.0mm- to 2.5mm-thick leather, in contrast to the 1.5mm- to 1.6mm-thick material for the suits.) The cow's skin has several layers starting with the epidermis and on to the subdermis, and then there are several fatty layers. (Interestingly, the fatty layer that is scraped off is collagen, which is used in cosmetic surgery.) So you can strip the skin to the thickness you want. If you take it to the extreme, you can further thin the leather, and that's called split leather because it's approximately half as thick as the normal skin. And we use that for detailing and nonstructural components. (The byproduct—the furry side of the skin if you will—is suede.)

There are several different ways to color leather. Once the skin has been tanned it's dyed. Primarily, we use a method called drum dyeing. As many as 100 skins or hides are put into a massive wooden drum with the dye and soaked for many hours. You can tell if a particular skin has been drum dyed because it'll be the same color on the back as on the front. You can also tell if a piece hasn't been dyed long enough because it has a white line down the middle, as viewed on edge. Natural leather is a sort of dirty translucent tone before it's dyed—it's not brown or black.

The other way to color leather is to pigment it by spraying the color on the surface. You can get some really lovely colors through drum dyeing but you can't get a metallic color, so we have to spray that color on. (This process takes place after drum dyeing.) The problem is that this layer of color can be scratched off; it's only a surface finish whereas drum dyeing colors the hide all the way through.

There is a third method to apply these metallic colors that we're just starting to use and that's called laminate. We take a piece of drum-dyed leather and apply a thin colored laminate to the surface. This is a good system but you need to understand that it's just as vulnerable to scratching as the sprayed metallics. Fashion dictates that the suits have styling and overlays on them (silver is very much this year's color), but drum-dyed leather is still the best choice.

There are lots of ways to join the panels and various kinds of threads. Now we have big panels of leather and we need to join them together. I can't speak for the other manufacturers, but we've tried a lot of materials and we think we've found the ideal thread. First of all, we can't use nylon. As it gets warm running through the machines, it will melt. You could end up with a piece of stitching with thinner

thread winding up in a critical location on the suit and then this could lead to failure of the seam. We can't use cotton because it's not strong enough. And we don't use Kevlar because it's ultraexpensive and has some of the same problems as nylon. So we use an Aptan thread that's a nylon core wrapped with a cotton edge that protects the edge during the manufacturing process.

When you're considering a suit to buy, look closely at the stitching. There's a lot of talk about stitching these days, with different manufacturers talking-up different philosophies, and even some confusion about the terminology. Some people think that a double-stitched seam is a single overstitch and a single understitch, or they think it's two rows of stitching on the top. But that's a bit confusing. We do it by bringing the two panels of leather together and sewing two parallel stitches a few millimeters apart everywhere those two hides attach. For low-risk areas of the suit and where we don't want a bulky seam, we will fold one edge of the hide over and glue it down. This is important: Even in the areas you're not likely to abrade—under the arms, inside the legs—you'll have to grind down through a full layer of 1.6mm-thick leather to even get to the structural seams. For decorative panels, we'll double-stitch the seam, fold it over and glue it. And then we'll do a single overstitch that goes through all three layers of leather. To breach this seam you'd need to go through that seam, abrade through 1.6mm of leather and loosen up the glue, before you can even get to the structural stitches.

More (and tighter) stitching is not necessarily better. We count very carefully how many stitches we put into one square centimeter of leather. Too many stitches will weaken the leather because, after all, you're poking holes in it to make the stitch. Also, you need to be careful of how closely the stitches fall because the material between the holes needs to be sufficiently strong. Very tight stitching isn't strong.

For the ultimate racetrack suits, you'll want more than double stitching. For example, we use quad stitching in all the vulnerable areas of our track suits. That means that the basic panel is double stitched, folded over and glued, and then double overstitched. This makes for an incredibly strong seam. After all, we have bikes on the road with as much horsepower as the racers had just a few years ago, so it makes sense to have race-quality suits on the street now, doesn't it?

Stretch panels should be as strong as the rest of the suit. We take a section of knicker elastic and stretch it in a fixture we call a bear trap. Then a panel of full-thickness (1.6mm) leather is laid over the top and it's stitched in rows, back and forth. When it's released from the fixture, the piece forms the ribbed section that allows for greater freedom of movement in the suit, but it's just as strong as the surrounding panels. Look for stretch panels across the back and in the shoulders for maximum freedom. —*Nik Ellwood*

Smart Money

KAWASAKI ZG1000 CONCOURS, 1986–2001

- **Cheer:** Rapid transcontinental transit on a beer budget
- **Jeer:** Still buzzy after all these years
- **Maintenance Watch:** Look for loose steering-head bearings, an obstinate clutch and weepy final-drive seals
- **Verdict:** The Perennial Low-Cost Long-Distance Carrier
- **Price:** $2225 ('86), $2360 ('87), $2400 ('88), $2955 ('90), $3275 ('91), $3585 ('92), $3830 ('93), $4150 ('94), $4700 ('95), $4930 ('97), $5660 ('98), $6020 ('99), $6785 ('00)

THAT FIRST 1986 CONCOURS WAS A SHOCKINGLY European move for Kawasaki. Rising up from an assemblage of 900/1000 Ninja and 900 Eliminator parts, the liquid-cooled, 997cc, twin-cam inline-four had shaft drive and a suspiciously Continental-looking fairing, complete with removable pseudo-Samsonite hard bags. Stranger still, Kawasaki said the Concours would stay status quo for five years—an odd commitment from a manufacturing culture built on techno-revolution. Well, Kawasaki's done better than that. Aside from some evolutionary upgrades, the '01 ZG1000 parked in your local Kawasaki showroom is essentially the same as the '86 model.

Channeling its top-heavy power curve through a six-speed transmission, the engine still needs 275 miles to drain that huge 7.5-gallon fuel tank dry. Aside from some aggravating high-frequency vibration above 4000 rpm and clumsy low-speed handling induced by 45 pounds of gas between your knees, the Concours proved a manufacturer besides BMW could build an effective, off-the-rack sport-tourer—and without the five-figure price tag. The '91 edition sold for $6899 against a freshly minted $8998 Honda ST1100 and a BMW K100LT for $12,990.

Measuring the entire model's 15-year existence, the '94 Concours (a.k.a. ZG1000-A9) ushered in the most comprehensive list of changes. Its new dash held more legible ZX-10 instruments, new five-spoke cast wheels, led by a wider front hoop, wearing 120/70VR18 radial rubber, 300mm discs and dual-piston calipers. Fork spring-preload adjustments went from pneumatic to mechanical, and a stepped touring seat improved gluteal comfort.

Considering the extreme mileage some Concours owners rack up, the bike has been remarkably reliable. Still, there are a few rough spots. Adjusting the engine's balancer shaft can do wonders for a lethally buzzy example. Neglected steering-head bearings induce front-end wobble. Various clutch problems usually revolve around a leaky pushrod seal and a frail star spring, which was upgraded halfway through the '99 model year. A recall should have replaced the star spring nut on '99 and '00 models (engine numbers ZG1000-A1/15, ZG1200-B13/14 and ZX750-P4/5). And always check for leaky shaft-drive seals.

The Concours is a reasonably well-appointed, intercontinental ballistic missile out of the box, but time has proven several basic amendments. The right Rifle windscreen makes for a calmer cockpit. Gen-Mar handlebar risers lift the standard bar by 32mm for a more-upright riding position. Various custom seats are available to replace a sagging stocker (especially a pre-1994 model's), and a good accessory backrest makes two-up travel more enjoyable. Price, performance and reliability have attracted thousands of devoted followers over the years. Visit the Concours Owners Group Web site at www.concours.org to see what we mean. —*Tim Carrithers*

Cable Care

Do not be a frayed

HOW-TO

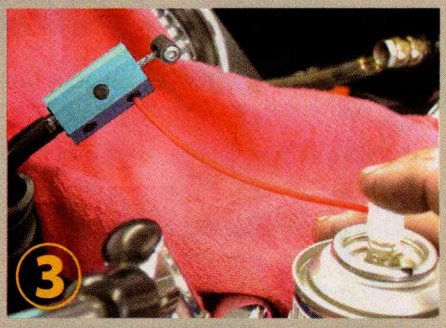
IT'S RIGHT THERE IN THE MANUAL, PLAIN AS DAY: At every oil change, inspect the throttle and clutch-cable free play. That much is clear—and you should already take notice of the free play in the clutch and throttle every time you ride—but what's not as evident is that the manufacturers expect you to lubricate the cables at the oil-change interval, also. Easily done. Here's how.

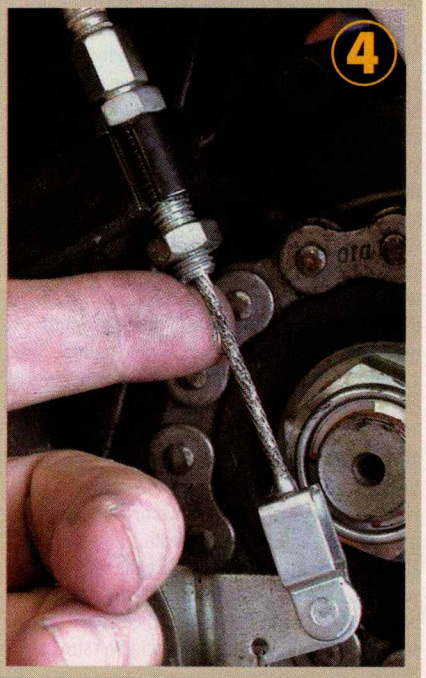
Starting with the clutch cable—you lads with hydraulically actuated clutches may skip ahead—turn the adjuster (1) toward the perch to give the cable as much slack as possible. Align the slots in the adjuster and the locking wheel (if there is one) and see if there's enough slack to pull the end of the sheath out of the adjuster. If there isn't, you'll have to provide slack at the adjuster at the other end, or at the midcable adjuster as appropriate. Pull the cable free (2). Check the end for fraying or a build-up of gunk. Push the cable through as much of the travel as you can, feeling for binding or stepping that may indicate fraying somewhere along the line.

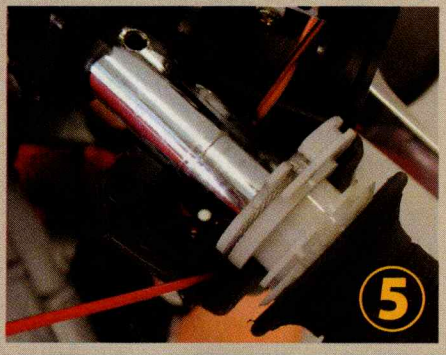
There are many ways to lube a cable, including making a small paper funnel around the high end and pouring motor oil inside (letting gravity do the rest) and using more high-tech methods such as this Motion Pro lubing tool (3). This tool is intended to clamp tightly over the exposed end of the cable. A small port in the side of the luber allows entry of pressurized lubricant. When you use this stuff, keep a rag handy (it'll make a bit of a mess—get used to it) and inject the lube in three- or four-second bursts. Give the lube time to show at the other end of the cable (4), and stop when you see it oozing from the far end.

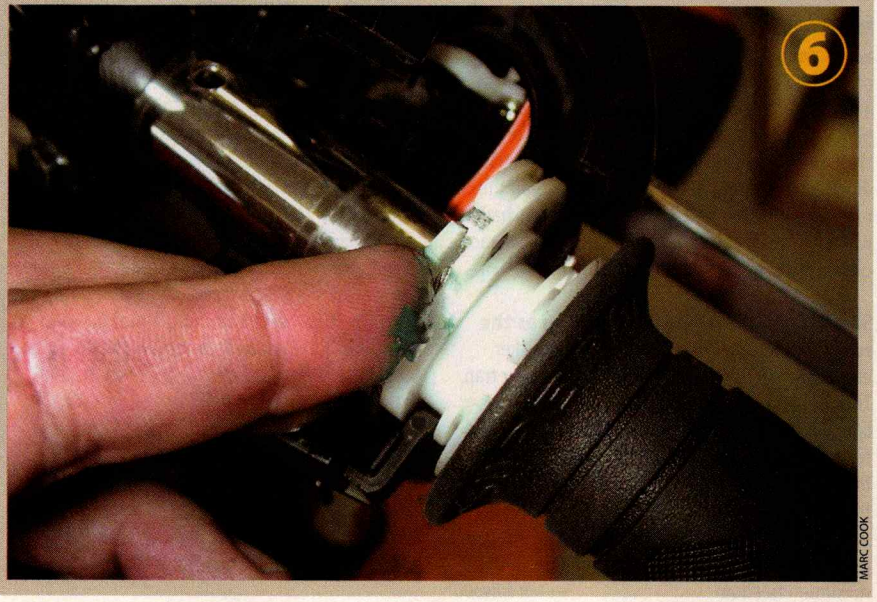
Reinstall the cable into the lever end and reset the adjusters; be sure to leave just 5–10mm of the lever adjuster exposed with 10–15mm of play at the ball end of the clutch lever. Take up the remaining slack at the other adjuster.

Go around to the other side of the handlebar and expose the throttle barrel at the switch cluster (5). If you're really anal, you can remove the cables from the barrel and use the pressure-luber as you did with the clutch side. Compared with the clutch side, the throttle cables are generally a looser fit in the sheaths and under less strain, so there's a reasonable shortcut. Simply spray the lubricant into the throttle-cable well and work the throttle back and forth. Two or three four-second bursts should be plenty. Apply a bit of waterproof grease where the cable end wraps around the throttle barrel (6); this is as much to prevent corrosion of the cables as for pure lubrication.









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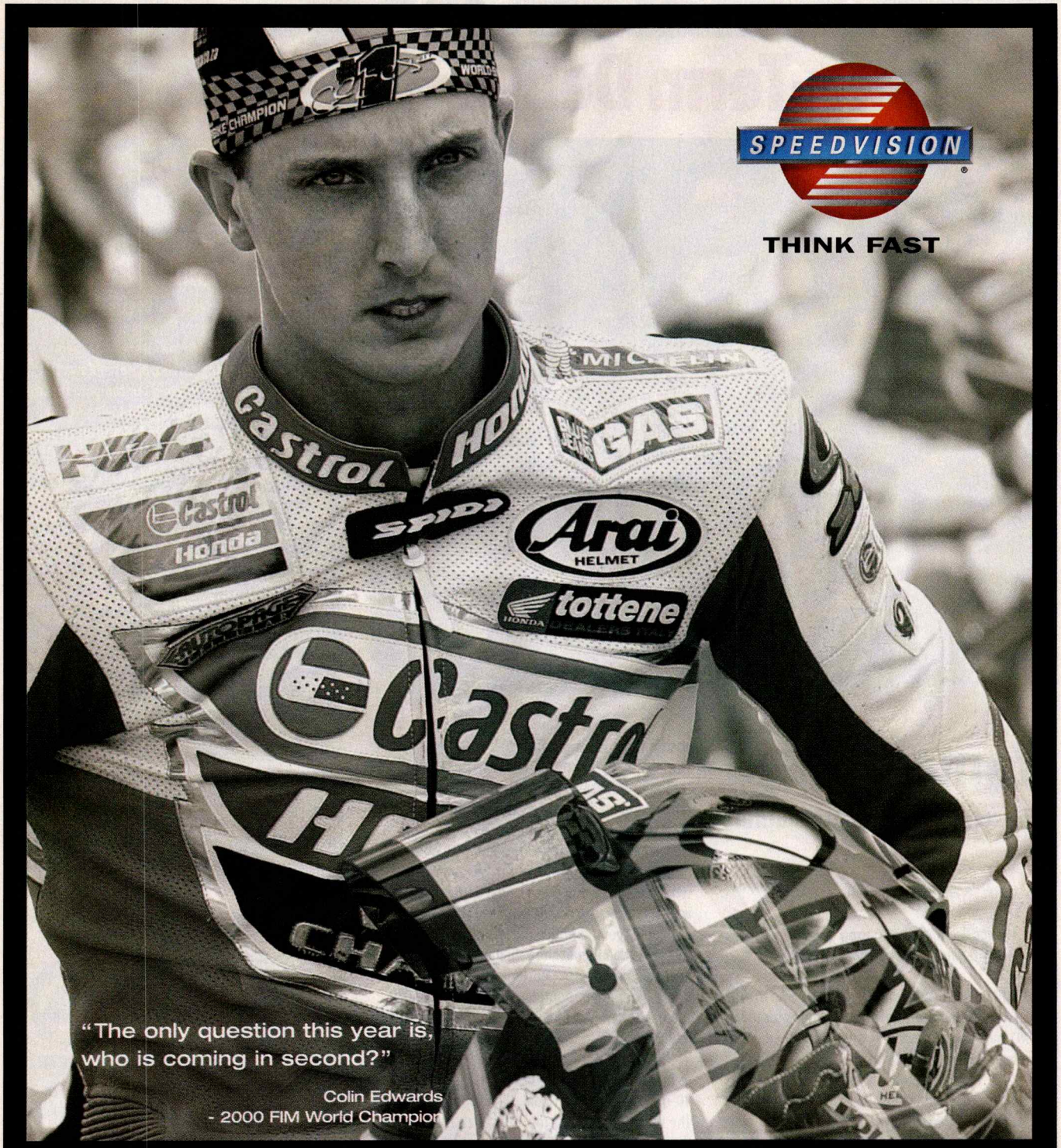

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Long-Term Debut

MARC COOK

Yamaha FZ1

The start of something beautiful

- *Ringleader:* **Boehm**
- *MSRP:* **$8499 (2001 model)**
- *Miles:* **900–3700**
- *Average Fuel Mileage:* **36 mpg**
- *Modifications:* **Yamaha short bar riser**

WE HEAR FROM OUR FRIENDS AT YAMAHA THAT every FZ1 brought into the United States for the 2001 model year has already been snatched up by dealers. We're not surprised.

Really, the blue bomber is every bit as good as we expected when we first laid eyes on it at last September's Munich show. It's plenty fast (117 rear-wheel horsepower), reasonably light (514 pounds wet, 16 pounds lighter than the next lightest open-class bruiser), handles exceptionally well for its size, and stops like . . . well, with its R1 brakes, a lot like an R1. Most of us like the look of Kawasaki's Lawson-rep ZRX1200R a bit more (except maybe Norem, who's showing signs of Suzuki credit-card ownership), but the FZ's aesthetic treatment is growing on us. And with its high degree of all-around capability, it's really tough to whine about this one.

No surprise, then, that the FZ has become one of those bikes that gets ridden *all the time* here at the *Motorcyclist* digs—mostly by myself, I might add. (Riding the bike I want *when* I want is one of the better perks of the job.) The semiupright riding position (made significantly better, I think, by the stock bar mated to the GYT-R low-riser kit available through Yamaha) and smooth, reasonably mid-rangey engine make my 25-mile commute (one way) plenty tolerable, while the plush-yet-controlled suspension, wicked top-end rush and mondo brakes keep things from getting messy when deadlines and office-angst demand a high-velocity back-road rip to clear the senses.

People seem to notice the FZ, too—especially the sales manager at the Yamaha shop I ride past every day, as he hasn't gotten his FZs yet! Younger riders, older riders, nonriders, it doesn't matter; it seems the Yamaha-blue/"real-world-R1" thing has really soaked into the riding-public's consciousness.

Nits? A few. The Corbin-look seat could be better, as butt-burn occurs (for me, at least) at about the 40-minute mark; additional thigh support is needed. The mirrors need help, too; they buzz at most rpm, though to be fair they're wide enough to give a decent rearward view. The rear brake is a joke; way too sensitive and strong, especially for newbies and re-entry folks. Although this can be fixed, it shouldn't have to be.

I'm anticipating lots of miles (10,000 oughta be easy with this one) and plenty of grins during the next year or so with our FZ1 long-termer. Besides lots of commuting duty, I expect the bike to see several trips up the coast (or into the desert), a good number of back-road flogs, and maybe even a track day or two. We'll fit all manner of after-market goodies where they make sense (a new seat, perhaps?), and keep you informed how things shake out. —*M.B.*

KAWASAKI ZX-6R

Ringleader: **Cook** *Miles:* **2500–3000**

The motorcycle you see in our 600 comparison test this month is not my long-termer. (I thank my momma for teaching me all about passive-aggressive behavior.) Instead, it was at Kawasaki for service, scheduled to avoid our comparo thrashing and potential wadding by CBR-loving Norem. *Sport Rider*'s ZX-6R was drafted for duty and treated like the expendable ensign on the old *Star Trek*.

Safely tucked away at Kawasaki, my ZX was fitted with a shiny new shock. The original's rebound-damping adjuster had seized in its bore and then, with no more effort than twisting off a beer-bottle cap, broke loose and spun haplessly. Kawasaki has asked me to be gentler. Next was to see about a funny noise emanating from the Kawasaki's engine bay during warmup. It sounded to me like camchain slap, an irregular *tick, tick, tick* evident only when the bike was stone cold. Kawasaki's techs pronounced the bike healthy and adjusted the valves to the middle of the spec, just to be sure. The noise is still there, just quieter. Incidentally, *SR*'s Zed-X does the same thing.

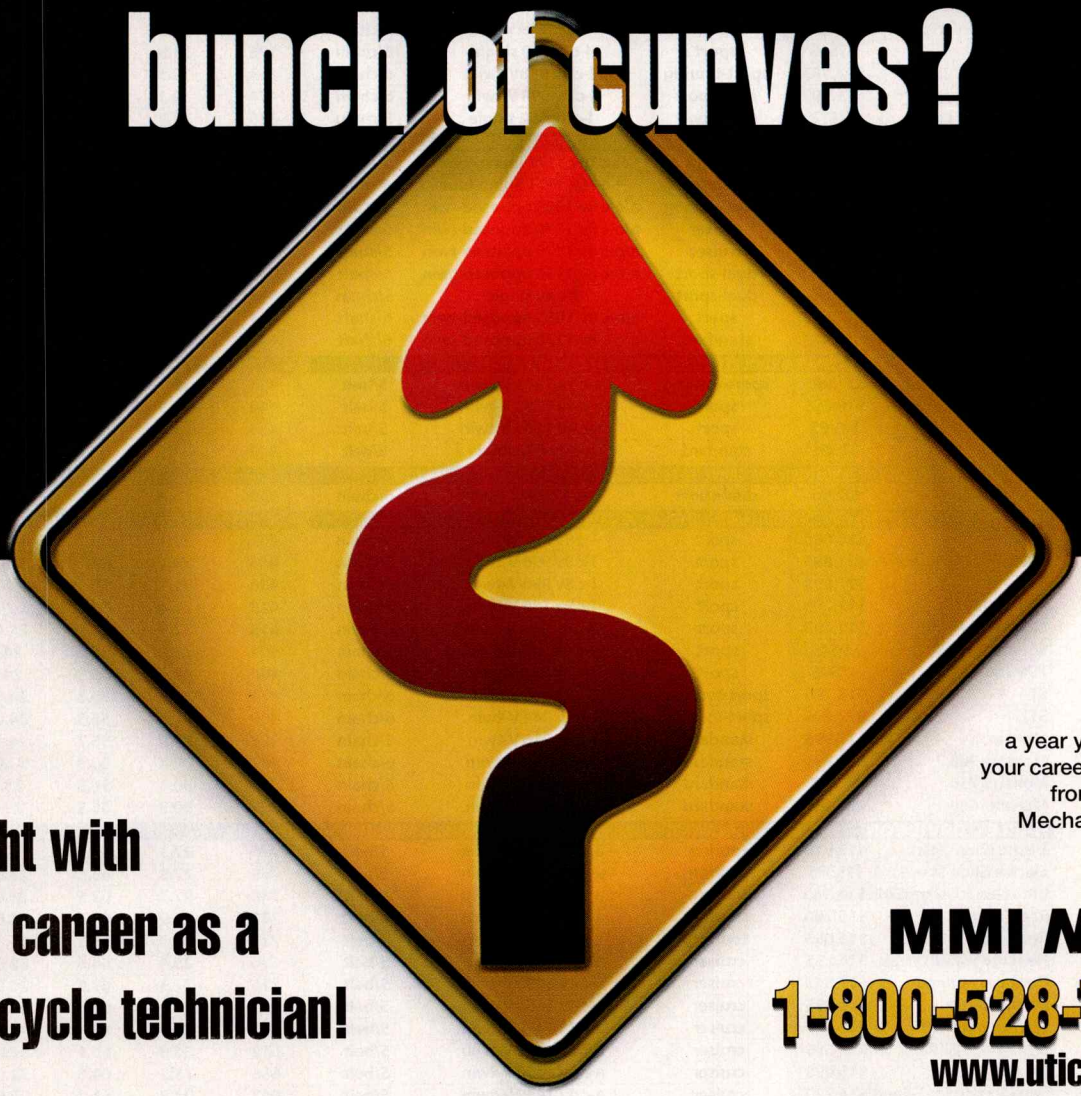
Life with the ZX-6R, otherwise, is good. Nine more months on this thing'll be a breeze. —*M.C.*

YAMAHA YZF-R6

Ringleader: **Burns** *Miles:* **2000–3400**

I quit flogging this one long enough for its break-in service, at approximately 2000 miles, which is not optimal, but then this bike doesn't need any valve adjustment until 26,600 miles anyway. Actual tools were then employed to throw on a very nice Remus GP high-mount exhaust system, which removed four pounds, added approximately two foot-pounds of midrange torque, three horsepower on top, isn't much louder than stock, and doesn't seem to need any jetting changes though I'll probably fool with it anyway because it's not my bike. Very nice, as it should be for $469 from www.carbotex.com (281/491-0131). Back on its OE Dunlop street tires, the R6 is perfectly content caterwauling up and down the freeway at a smoother-than-before 8000 rpm. No worries. Next up is a steering damper, because I keep reading how scary this bike is. Tee hee. —*J.B.*

Life throwing you a bunch of curves?



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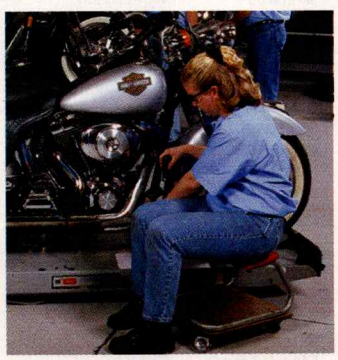

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the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
APRILIA 110 LONDONDERRY COURT SUITE 130 WOODSTOCK, GA 30188; 770/592-2261 WWW.APRILIA.COM									
RSV Mille R	$16,799	sport	l-c 8v 998 V-twin	6/chain	407	32.5	56.2	23.5-25.5/87-107	5.0
RSV Mille	$13,899	sport	l-c 8v 998 V-twin	6/chain	416	32.5	55.2	24.5/95	5.0
SL1000 Falco	$11,299	sport	l-c 8v 998 V-twin	6/chain	418	32.1	55.2	24.5/100	5.3
RS250 Challenge	$8569	sport	l-c 2st 249 V-twin	6/chain	295	33.0	53.7	25.5/102	5.0
RS50	$3549	sport	l-c 2st 50 single	6/chain	196	31.9	50.4	24.0/102	3.4
RST1000 Futura	$12,999	sport-touring	l-c 8v 998V-twin	6/chain	463	32.3	56.5	26.9/102	5.5
ETV1000 Caponord	$11,999	dual-sport	l-c 8v 998 V-twin	6/chain	474	32.3	61.4	27.9/129	6.6
Pegaso 650 i.e.	$7877	dual-sport	l-c 5v 652 single	5/chain	386	31.9	58.1	28.7/115	NA
BMW 300 CHESTNUT RIDGE ROAD WOODCLIFF LAKE, NJ 07675; 201/307-4000 WWW.BMWUSA.COM									
K1200LT	$16,990	touring	l-c 16v 1171 inline-four	5/shaft	788	30.3	64.3	26.8/NA	6.1
K1200RS	$16,700	sport-touring	l-c 16v 1171 inline-four	6/shaft	586	30.3	61.0	22.3/124	5.5
R1100RT	$15,990	sport-touring	a/o-c 8v 1085 opposed-twin	5/shaft	563	30.7	58.5	27.2/122	6.6
R1200C Euro	$15,100	cruiser	a/o-c 8v 1170 opposed-twin	5/shaft	482	29.1	64.9	29.5/134	4.5
R1200C	$14,500	cruiser	a/o-c 8v 1170 opposed-twin	5/shaft	482	29.1	64.9	29.5/134	4.5
R1150GS	$14,500	dual-sport	a/o-c 8v 1130 opposed-twin	6/shaft	530	33.1	59.4	27.1/114.3	5.5
F650GS	$8100	dual-sport	l-c 4v single	5/chain	395	30.7	58.5	28.1/113	4.4
R1100S	$13,990	sport	a/o-c 8v 1085 opposed-twin	6/shaft	487	29.9	58.2	25.0/100	4.8
R1150R	NA	standard	a/o-c 8v 1170 opposed-twin	6/shaft	492	31.5	58.5	27.0/127	5.4
BUELL 3700 WEST JUNEAU AVENUE MILWAUKEE, WI 53208; 414/343-8400 WWW.BUELL.COM									
Thunderbolt S3/S3T	$11,995	sport-touring	a-c 4v 1203 V-twin	5/belt	450	29.5	55.0	24.5/97	5.4
Lightning X1	$10,695	sport	a-c 4v 1203 V-twin	5/belt	440	29.5	55.0	23.0/89	4.6
Cyclone Low/M2	$8995	sport	a-c 4v 1203 V-twin	5/belt	435	29.5	55.0	24.5/97	5.0
Blast!	$4395	standard	a-c 2v 492 single	5/belt	360	27.5	55.3	25.0/86	2.8
CAGIVA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.CAGIVAUSA.COM									
Gran Canyon	$8995	dual-sport	a-c 4v 904 V-twin	6/chain	458	33.2	59.8	27.5/91	5.3
DUCATI 237 WEST PARKWAY POMPTON PLAINS, NJ 07444; 973/839-2600 WWW.DUCATIUSA.COM									
996R	$28,000	sport	l-c 8v 998 V-twin	6/chain	407	31.1	55.5	23.5-24.5/91-97	4.4
996S	$21,895	sport	l-c 8v 996 V-twin	6/chain	436	31.1	55.5	23.5-24.5/91-97	4.4
996	$17,095	sport	l-c 8v 996 V-twin	6/chain	436	31.1	55.5	23.5-24.5/91-97	4.4
748/748S	$13,295	sport	l-c 8v 748 V-twin	6/chain	423	31.1	55.5	23.5-24.5/91-97	4.4
Supersport 900	$11,495	sport	a-c 4v 904 V-twin	6/chain	415	32.1	54.9	24.0/100	4.2
Supersport 750	$9545	sport	a-c 4v 748 V-twin	5/chain	404	32.1	55.3	24.0/96	4.2
750 Sport	$7895	sport	a-c 4v 748 V-twin	5/chain	400	32.1	55.3	24.0/96	4.2
ST4	$13,795	sport-touring	l-c 8v 916 V-twin	6/chain	474	32.3	56.3	24.0/102	5.5
ST2	$12,295	sport-touring	l-c 4v 944 V-twin	6/chain	460	32.3	56.3	24.0/102	5.5
Monster S4	$12,995	standard	l-c 8v 916 V-twin	6/chain	423	31.6	56.7	24.0/102	4.2
Monster 900	$10,395	standard	a-c 4v 904 V-twin	6/chain	407	30.3	56.3	23.0/104	4.2
Monster 750	$7795	standard	a-c 4v 748 V-twin	5/chain	392	30.3	56.3	23.0/94	4.2
Monster 600	$6195	standard	a-c 4v 583 V-twin	5/chain	392	30.3	56.3	23.0/94	4.2
HARLEY-DAVIDSON 3700 WEST JUNEAU AVENUE MILWAUKEE, WI 53208; 414/343-4680 WWW.HARLEY-DAVIDSON.COM									
Electra Glide Classic	$15,940	touring	a-c 4v 1450 V-twin	5/belt	776	27.3	63.5	26.0/156	5.0
Electra Glide Standard	$13,595	touring	a-c 4v 1450 V-twin	5/belt	758	27.3	63.5	26.0/156	5.0
Ultra Classic Electra Glide	$18,980	touring	a-c 4v 1450 V-twin	5/belt	788	27.3	63.5	26.0/156	5.0
Road Glide	$15,780	touring	a-c 4v 1450 V-twin	5/belt	731	26.9	63.5	26.0/156	5.0
Road King	$16,695	touring	a-c 4v 1450 V-twin	5/belt	723	27.3	63.5	26.0/156	5.0
Heritage Softail Classic	$16,235	cruiser	a-c 4v 1450 V-twin	5/belt	696	25.4	64.5	32.0/147	5.0
Heritage Springer	$17,545	cruiser	a-c 4v 1450 V-twin	5/belt	716	27.3	63.5	26.0/156	5.0
Softail Deuce	$16,235	cruiser	a-c 4v 1450 V-twin	5/belt	645	26.0	66.6	34.0/127	4.9
Springer Softail	$15,690	cruiser	a-c 4v 1450 V-twin	5/belt	653	25.8	65.4	32.0/135	5.0
Dyna Wide Glide	$15,695	cruiser	a-c 4v 1450 V-twin	5/belt	612	26.8	66.1	32.0/130	5.2
Fat Boy	$15,495	cruiser	a-c 4v 1450 V-twin	5/belt	666	25.5	64.5	32.0/147	5.0
Dyna Super Glide T-Sport	$14,720	cruiser	a-c 4v 1450 V-twin	5/belt	642	27.9	63.2	28.0/104	4.9
Night Train	$14,635	cruiser	a-c 4v 1450 V-twin	5/belt	630	25.2	66.9	34.0/127	5.0
Dyna Low Rider	$14,595	cruiser	a-c 4v 1450 V-twin	5/belt	614	26.5	65.5	32.0/130	4.9
Dyna Super Glide Sport	$13,720	cruiser	a-c 4v 1450 V-twin	5/belt	619	27.2	63.2	28.0/104	4.9
Softail Standard	$12,535	cruiser	a-c 4v 1450 V-twin	5/belt	630	26.1	66.9	34.0/127	5.0
Dyna Super Glide	$11,470	cruiser	a-c 4v 1450 V-twin	5/belt	612	26.5	62.5	28.0/104	4.9
Sportster 1200 Custom	$8995	cruiser	a-c 4v 1200 V-twin	5/belt	491	27.5	60.0	30.1/119	3.3
Sportster 1200 Sport	$8595	cruiser	a-c 4v 1200 V-twin	5/belt	501	28.0	60.2	29.6/117	3.3
Sportster 1200	$7895	cruiser	a-c 4v 1200 V-twin	5/belt	491	28.9	60.0	29.6/117	3.3
Sportster 883	$5595	cruiser	a-c 4v 883 V-twin	5/belt	489	28.0	60.0	30.1/119	3.3
HONDA 1919 TORRANCE BOULEVARD TORRANCE, CA 90501; 310/783-2000 WWW.HONDAMOTORCYCLE.COM									
Gold Wing	$17,499	touring	l-c 12v 1832 opposed-six	5/shaft	792	29.1	66.6	29.2/109	6.6
Valkyrie Interstate	$15,499	touring	l-c 12v 1520 opposed-six	5/shaft	771	28.7	66.5	32.0/152	6.9
Shadow A.C.E. Tourer	$9299	touring	l-c 6v 1099 V-twin	5/shaft	626	28.7	65.2	NA/NA	4.2
Valkyrie	$13,099	cruiser	l-c 12v 1520 opposed-six	5/shaft	682	28.9	66.5	32.2/152	5.3
Shadow Aero	$8999	cruiser	l-c 6v 1099 V-twin	5/shaft	615	28.5	66.1	32.4/161	4.2
Shadow Sabre	$8199	cruiser	l-c 6v 1099 V-twin	5/shaft	573	27.2	64.6	32.4/161	4.2
Shadow Spirit	$7999	cruiser	l-c 6v 1099 V-twin	5/shaft	544	28.7	65.0	32.4/161	4.2
Shadow Spirit 750	$5999	cruiser	l-c 6v 745 V-twin	5/chain	496	26.6	64.8	33.0/157	3.7
Magna	$7499	cruiser	l-c 16v 748 V-four	5/chain	505	28.0	65.0	32.0/137	3.6
Shadow A.C.E. 750 Deluxe	$6199	cruiser	l-c 6v 745 V-twin	5/chain	505	27.6	63.6	33.0/157	3.7
Shadow VLX	$4999	cruiser	l-c 6v 583 V-twin	4/chain	445	25.6	63.2	35.0/164	2.9
Rebel	$2999	cruiser	a-c 4v 234 vertical-twin	5/chain	306	26.6	57.1	30.0/113	2.6
ST1100/ST1100 ABS	$11,899	sport-touring	l-c 16v 1084 V-four	5/shaft	639/659	31.5	61.2	27.3/101	7.4
CBR1100XX	$10,999	sport	l-c 16v 1137 inline-four	6/chain	492	31.9	58.7	25.0/99	6.3
CBR929RR	$9999	sport	l-c 16v 929 inline-four	6/chain	375	32.1	54.9	23.8/97	4.8
RC51	$10,999	sport	l-c 8v 999 V-twin	6/chain	432	32.0	55.5	24.5/101	4.8
Interceptor	$9499	sport	l-c 16v 781 V-four	6/chain	463	31.7	56.7	25.3/95	5.5
Super Hawk	$8999	sport	l-c 8v 996 V-twin	6/chain	423	31.9	56.3	24.0/97	4.8
CBR600F4i	$8199	sport	l-c 16v 599 inline-four	6/chain	370	31.7	54.9	24.0/96	4.8

CONVENTIONS

note 1: cooling medium (a-c=air-cooled, l-c=liquid-cooled, a/o-c=air- and oil-cooled); total number of valves (4v), displacement in cc; number of cylinders and configuration (single, inline-three, opposed-twin, V-twin)

BACK ISSUES

To order back issues call (800) 544-6748, fax (201) 635-0145 or e-mail ISI@wwmag.com.

verdict

SP is the Superbike special, twice the price of the R
A Ducati 996 without the red mist
Saner version of the Mille makes us go "woo-hoo"
Ring-ding its little neck...it loves the attention
Rare, small, slow...only you know if you want one
Other STs cower in the Futura's angular presence
A new home for Mille's engine, looks good from here
More street than sport; distanced from BMW's F650

German Gold Wing; still very much a BMW
Autobahn burner continues unchanged; not nimble
Our pick for 2000's touring bike of the year
Special editions fill out C lineup
Trading style for function but a watershed for BMW
We can't tell you exactly why we love this bike so....
Sportier, in-house GS should be debugged by now
Polarizing styling; typically high BMW quality
Revised basic boxer should be a real treat

Fairing and bags aim it at BMW; wide of the mark
Big attitude, little bodywork; reliable now?
Our fave Buell; $200 Low option gets lower seat
Significant but unpolished...does polish matter here?

Duck-powered and quick reflexes...very nice

You can only dream; Ducati says it's sold out
Still brilliant and deadly serious, but aging rapidly
WSB-spec chassis mated to street-going 996 mill
Hanging with the super-sport 600s and loving it
Charismatic air-cooled twin may be "classic" Duck
Small-bore 900SS sacrifices performance for price
New price leader gives up power and brakes
Lower price and standard hard bags improve value
Bucks down a bit for 2001, the ST2's a great deal
Hail the new wheelie king! 916 power makes us bulge
Cheaper and better...that's hooligan progress
Middle Monster may suffer Jan Brady syndrome
First time for the 600 here; watch out for SV650s

One notch down from the Ultra, a fine big rig
Blank canvas for hot-rod tourer, relatively cheap
Haul it all with substance and style; works good, too
Harley's sport-tourer with a killer stereo
Fun and functional, best parts of cruiser and tourer
H-D's bread and butter classic, just keeps selling
Huge pose factor now with competent engine
Our pick for cruiser of the year in 2000
Stripped-down springer; decent functionally
Hugely popular Dyna with kicked-out fork
Living large and selling well; you'll know if it's for you
Replaces Dyna Convertible; nicely equipped
If black is your thing, this is your chopper
Slammed suspension helps shorties, hurts ride
Sportiest Big Twin is among our favorite hogs
Bare bones Softail lets you customize with impunity
Entry-level Big Twin, still a pretty good piece
Custom big-inch Sporty leads the XL line
Sportiest Sportster will not harass many Buells
Basic 1200 still elemental; still a paint shaker
Cheapest Harley you can buy; basic and slightly crude

Completely new for 2001, resetting the standard
Previous-gen GL engine still hot to trot
Cruiser-based tourer; more competent than cool
Hard to argue with 100 foot-pounds of torque, eh?
Nice ride about to be obsoleted by 2002 VTX
Tough-guy custom growls but doesn't bite
Original VT1100 resurrected for the budget-minded
Budget cruiser with old engine and new styling licks
V-four power gives the Magna real performance
Midsize A.C.E. with fat tires and lots of chrome
Mini Shadow's lack of punch is fine for beginners
Nicely finished for the price, but very slow
Functional and evergreen; ABS/TCS is $2500 option
Not the most hyper big-bore but finely polished
Beat the R1 in our open-class shootout in 2000
A champion the first time out; a genuine achievement
Sport-touring with real sport, a big favorite here
Probably the last year for this all-around sport twin
Honda injects the F4; will it beat the R6 and GSX-R?

Shop Lifting

TOOL CRIB

MOTORCYCLE MAINTENANCE OUGHT TO BE fun. A big part of enjoying yourself while spinning wrenches involves creating the right workspace and having the right tools. One item that spans both categories is the motorcycle lift. You've no doubt seen them in the service department at your local dealer. There's a reason the pros insist on using a moveable table in lieu of a color-matched set of milk crates (two reasons, actually, but it's impolite to suggest that one is because they're lazy): It's much easier to work on a bike standing rather than squatting or rolling around in the dust.

For the home-mechanic type, the cost of a lift might seem extravagant—particularly if you opt for a piece of industrial engineering such as the Kowa AB600 hydraulic lift. With the pneumatic/hydraulic power pack and a remote hand control, this lift will set you back a cool $1223.

Kowa AB600 lift

MARC COOK

Cook's no-name special

You can get a slightly lighter-duty version, the AB350, with a foot pump for $749. (Contact Kowa at 800/824-9655 or on the Web at www.kowatools.com.) We've found, though, that working with a high-quality lift is like riding with heated grips or drinking beer out of a bottle—once you've done it, you'll never want to go back. Kowa's AB600 can handle up to 1300 pounds and can be fitted with "wings" that increase the width of the work area to accommodate an ATV or snowmobile. It's a stable platform that makes chores such as swapping exhaust systems a breeze. Plus, by using a combination of tie-down straps and a jack, you can strip the bike to the frame in total security and comfort.

If you're just not up to that kind of investment, consider a lesser lift. The one shown below, found in the untidy garage of tool-monger Cook, was purchased secondhand for approximately the price of a slip-on muffler, which explains its lack of pedigree. A similar lift is offered new from Lift-Buddy (877/832-4136 or www.lift-buddy.com) for $479. With this kind of lift, you'll need to provide foot power to raise the table and maybe still stoop a little, depending upon the task at hand. That's because the Kowa lift will put your bike 37 inches in the air but the smaller lifts, such as the Lift-Buddy, stop at approximately 30 inches. Lift-Buddy also sells a wheel vise for $89, or you could make your own. (Isn't that half the fun?)

Of course, if you've got less than a full-fledged restoration going on or are short of space, consider one of the many slide-under lifts that hoist the bike from below the frame rails. These work best on standards and cruisers, where the lower frame rails are exposed. (Also, check out the EZ-Rizer in Gear Box this month, page 95.)

What if you just want to get the wheels off the ground, say for a tire change or chain maintenance? Then you'll want track stands. See this space next month for a sampler.

the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
Nighthawk 750	$5799	standard	a-c 16v 747 inline-four	5/chain	463	30.9	59.3	29.0/180	4.8
Nighthawk	$3399	standard	a-c 4v 234 vertical-twin	5/chain	287	29.3	56.3	28.0/109	4.3
XR650L	$5499	dual-sport	a-c 4v 644 single	5/chain	324	37.0	57.3	27.0/102	2.8
HUSQVARNA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.HUSQVARNAUSA.COM									
SM610S	$6499	super-motard	l-c 4v 576 single	6/chain	331	33.9	59.3	27.0/88	2.4
TE610E	$6399	dual-sport	l-c 4v 576 single	6/chain	330	35.4	58.5	27.5/116	2.4
KAWASAKI 9950 JERONIMO ROAD IRVINE, CA 92618; 949/770-0400 WWW.KAWASAKI.COM									
Vulcan 1500 Nomad Fi	$12,999	touring	l-c 8v 1470 V-twin	5/shaft	739	28.3	65.6	32.0/188	5.0
Vulcan 1500 Nomad	$12,299	touring	l-c 8v 1470 V-twin	5/shaft	732	28.3	65.6	32.0/188	4.2
Voyager XII	$12,299	touring	l-c 16v 1196 inline-four	5/shaft	728	29.7	63.8	30.0/122	6.1
Ninja ZX-12R	$11,999	sport	l-c 16v 1198 inline-four	6/chain	463	31.9	56.7	23.5/94	5.3
Ninja ZX-9R	$9999	sport	l-c 16v 899 inline-four	6/chain	404	31.9	55.7	24.0/97	5.0
Ninja ZX-11	$10,199	sport	l-c 16v 1052 inline-four	6/chain	514	30.7	58.9	26.5/107	6.3
Ninja ZX-7R	$9299	sport	l-c 16v 748 inline-four	6/chain	448	31.1	56.5	25.0/99	4.8
Ninja ZX-6R	$7899	sport	l-c 16v 599 inline-four	6/chain	377	32.3	55.1	23.5/91	4.8
Ninja ZX-6	$7199	sport	l-c 16v 599 inline-four	6/chain	430	30.7	56.3	24.5/97	4.8
Ninja 500R	$5099	sport	l-c 8v 498 vertical-twin	6/chain	388	30.5	56.5	27.0/91	4.8
Ninja 250R	$3299	sport	l-c 8v 248 vertical-twin	6/chain	304	29.3	55.1	27.0/84	4.8
Vulcan 1500 Drifter	$11,799	cruiser	l-c 8v 1470 V-twin	5/shaft	668	29.1	65.2	32.0/163	5.0
Vulcan 1500 Classic Fi	$10,799	cruiser	l-c 8v 1470 V-twin	5/shaft	659	29.1	65.4	32.0/122	5.0
Vulcan 1500 Classic	$9999	cruiser	l-c 8v 1470 V-twin	5/shaft	644	29.1	65.4	32.0/122	5.0
Vulcan 800 Drifter	$7499	cruiser	l-c 8v 805 V-twin	5/chain	547	29.9	63.6	31.5/157	4.0
Vulcan 800 Classic	$6999	cruiser	l-c 8v 805 V-twin	5/chain	516	27.8	63.0	32.0/122	4.0
Vulcan 800	$6299	cruiser	l-c 8v 805 V-twin	5/chain	496	28.0	64.0	34.0/150	4.0
Vulcan 750	$6099	cruiser	l-c 8v 749 V-twin	5/shaft	483	28.9	62.2	32.0/127	3.6
Vulcan 500 LTD	$4699	cruiser	l-c 8v 498 vertical-twin	5/chain	496	28.1	62.8	33.0/150	4.0
Eliminator 125	$2499	cruiser	l-c 4v 124 V-twin	5/chain	282	26.8	57.9	34.0/122	3.4
Concours	$8199	sport-touring	l-c 16v 997 inline-four	6/shaft	595	31.1	61.2	28.5/122	7.5
W650	$6599	standard	a-c 8v 676 vertical-twin	5/chain	434	31.5	57.1	27.0/104	4.0
ZRX1200R	$7899	standard	l-c 16v 1164 inline-four	5/chain	NA	31.1	57.6	25.0/104	5.3
ZR-7S	$5999	standard	a-c 8v 738 inline-four	5/chain	445	31.5	57.3	25.5/144	5.8
KLR650	$4999	dual-sport	l-c 4v 651 single	5/chain	337	35.0	58.9	28.0/112	6.1
KLR250	$4149	dual-sport	l-c 4v 249 single	6/chain	258	33.7	55.7	28.5/117	2.9
Super Sherpa	$3999	dual-sport	a-c 4v 249 single	6/chain	249	32.7	54.1	28.0/107	2.4
KE100	$1999	dual-sport	a-c 2st 99 single	5/chain	187	31.7	50.6	30.5/119	2.4
KTM 1119 MYLAN AVENUE AMHERST, OH 44001; 440/985-3553 WWW.KTMUSA.COM									
Duke II	$8198	sport	l-c 4v 625 single	5/chain	320	33.8	57.5	25.8/NA	3.0
LC4 Adventurer R	$8198	dual-sport	l-c 4v 625 single	5/chain	340	35.4	59.5	28.0/NA	7.4
640 LC4/400 LC4	$6998	dual-sport	l-c 4v 625/398 single	5/chain	340	37.6	59.5	27.5/NA	3.0
LAVERDA 110 LONDONDERRY COURT SUITE 130 WOODSTOCK, GA 30188; 770/592-2261 WWW.APRILIA.COM									
750 Formula	$10,595	sport	l-c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
750 Supersport	$9495	sport	l-c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
Strike Café Racer	$8995	sport	l-c 8v 747 vertical-twin	6/chain	412	NA	54.2	26.3/103	5.0
Strike	$8495	sport	l-c 8v 747 vertical-twin	6/chain	418	NA	54.2	26.3/103	5.0
MOTO GUZZI 455 WEST DEPOT STREET ANGIER, NC 27501; 919/639-3180 WWW.MOTOGUZZI-US.COM									
V11 Sport	$11,900	sport	a-c 4v 1064 V-twin	6/shaft	472	31.0	NA	NA/NA	5.5
California EV	$11,500	cruiser	a-c 4v 1064 V-twin	5/shaft	550	30.0	61.4	28.0/99	5.0
California Special	$10,950	cruiser	a-c 4v 1064 V-twin	5/shaft	545	28.8	NA	NA/NA	5.0
California Jackal	$8495	cruiser	a-c 4v 1064 V-twin	5/shaft	542	29.0	61.5	28.0/154	5.0
Quota	$9995	dual-sport	a-c 4v 1064 V-twin	5/shaft	541	32.8	61.0	NA/NA	5.2
MuZ 4 SIGNAL AVENUE, SUITE C ORMOND BEACH, FL 32174; 904/676-1056 WWW.MOTORRADNA.COM									
Black Panther	$6195	sport	l-c 5v 660 single	5/chain	345	34.5	59.5	NA/NA	3.0
Skorpion Traveller	$6495	sport-touring	l-c 5v 660 single	5/chain	415	31.0	56.0	NA/NA	4.7
Skorpion Sport Cup	$5795	sport	l-c 5v 660 single	5/chain	382	31.0	56.0	NA/NA	4.7
Skorpion Tour	$4995	standard	l-c 5v 660 single	5/chain	374	31.0	56.0	NA/NA	5.0
MV AGUSTA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.MVAGUSTAUSA.COM									
Brutale Serie Oro	$28,995	standard	l-c 16v 750 inline-four	6/chain	NA	NA	NA	NA	NA
F4 Strada	$18,895	sport	l-c 16v 750 inline-four	6/chain	397	31.1	55.6	24.5/104	5.8
SUZUKI 3251 EAST IMPERIAL HIGHWAY BREA, CA 92821; 714/996-7040 WWW.SUZUKI.COM									
GSX1300R Hayabusa	$10,849	sport	l-c 16v 1299 inline-four	6/chain	473	31.7	58.5	24.0/97	5.8
GSX-R600	$7999	sport	l-c 16v 599 inline-four	6/chain	359	32.7	55.1	24.0/96	4.8
GSX-R750	$9449	sport	l-c 16v 749 inline-four	6/chain	366	32.6	55.5	24.0/94	4.8
GSX-R1000	$10,399	sport	l-c 988 inline-four	6/chain	375	32.3	55.5	24.0/96	4.8
TL1000R	$9599	sport	l-c 8v 996 V-twin	6/chain	434	32.5	54.9	23.0/90	4.5
TL1000S	$9099	sport	l-c 8v 996 V-twin	6/chain	421	32.9	55.7	23.0/95	4.5
SV650S	$6199	sport	l-c 8v 645 V-twin	6/chain	372	31.7	55.9	25.0/100	4.2
1500 Intruder LC	$9999	cruiser	a/o-c 6v 1462 V-twin	5/shaft	644	27.6	66.9	32.0/138	4.1
1400 Intruder	$8349	cruiser	a/o-c 6v 1360 V-twin	5/shaft	535	27.6	63.5	32.0/166	3.4
Intruder Volusia	$6599	cruiser	l-c 8v 805 V-twin	5/shaft	NA	27.6	64.7	33.0/141	4.2
800 Intruder	$6399	cruiser	l-c 8v 805 V-twin	5/shaft	443	28.9	61.4	32.0/138	3.2
Marauder	$5999	cruiser	l-c 8v 805 V-twin	5/chain	456	27.6	64.8	35.0/146	3.4
Savage	$4299	cruiser	a-c 4v 652 single	5/belt	352	27.6	58.3	35.0/147	2.8
GZ250	$2999	cruiser	a-c 2v 249 single	5/chain	308	27.8	57.1	32.0/140	3.7
1200S Bandit	$7399	sport-touring	a/o-c 16v 1157 inline-four	5/chain	471	32.9	56.5	25.0/107	5.0
750 Katana	$7299	sport-touring	a/o-c 16v 749 inline-four	6/chain	469	31.1	57.7	25.0/100	5.3
600 Katana	$6299	sport-touring	a-o-c 16v 599 inline-four	6/chain	458	30.9	57.9	25.0/100	5.3
600S Bandit	$5849	sport-touring	a-o/c 16v 599 inline-four	6/chain	449	31.1	56.4	25.0/100	5.3
SV650	$5799	standard	l-c 8v 645 V-twin	6/chain	363	31.7	56.3	25.0/100	4.2
GS500E	$4399	standard	a-c 4v 487 vertical-twin	6/chain	372	31.1	55.0	25.0/95	4.0
DR650SE	$5449	dual-sport	a/o-c 4v 644 single	5/chain	324	33.0	58.7	28.0/111	3.4
DR-Z400S	$5449	dual-sport	l-c 4v 398 single	5/chain	291	36.8	58.1	27.0/109	2.6

verdict
Still with us, still selling well, still fun
MSF drop doggie on a cat-food budget (still!)
Air-cooled thumper continues; waiting for XR-R mill
Husky's answer to KTM's awesome Duke II
A true enduro-racer with lights
Cruiser-based tourer with excellent injection
Fewer bucks and horses, not long in tooth
Old tourer hanging in there, about to earn retirement
Ferociously fast but not perfectly finished
Overshadowed by 929 and R1, great in the real world
With the 12R here, it's starting to show its age
Playing longer than *Cats*; what's new Kawasaki?
Smooth and comfy, right there with the F4 and R6
Feeling old next to the almost-as-comfortable 6R
Tot-sized twin with major-league fun factor
Our favorite 250; damning with faint praise?
For '01: larger fuel tank, solo seat and more chrome
Team Green's hot big-bore continues unchanged
Function and style merge for reasonable cash
Same updates as 1500, lacks only a few foot-pounds
Custom-styled V-twin remains a good seller
Save on the buy and spend on the aftermarket
Low price saves out-dated styling
Barstool-busting parallel-twin cleans up in the 500 class
All-new beginner bike; will 125cc be enough?
Popular and inexpensive ST getting varicose veins
Bonnie-buddy gets chassis tweaks for '01
Upping the ante at the naked table; watch out!
Half-faired version of KZ750-engined cheapster
Long-running model refined into super dual-sport
Smaller KLR may be your next ranch hand
Entry-level model excellent for dirty newbies
Hey...a two-stroke! Smoke 'em if you got 'em
If you can't get arrested on one of these...
Huge P/D replibike, park next to your Excursion
More dirty than streety, but that's fine by us
High-end parallel twin needs further development
Cheaper version with all the same foibles
Laverda's version of the Triumph Speed Triple
Naked and less expensive, but is that enough?
A stripped Guzzi in the V7 tradition; great 'box
Upmarket cruiser lavished in chrome; works fine
Guzzi cruiser stands ready for factory custom stuff
Simple, sporty cruiser that's also reasonably priced
Elderly adventurer-tourer; name your price
Who names these things, anyway?
Sport Cup with hard luggage, bigger fairing
Same Yamaha-built engine, less flash and less cash
Looks (and runs) like an SV650 with a lung removed
Monster? What's a Monster?
Exotic, desirable, competent; what else do you need?
Still the fastest open-class GT, and our favorite
All that's right with the new 750 in a middleweight
Motorcycle of the Year for 2000; stunning and fun
Stand back you wussie 929s and R1s!
Big and beefy sporty twin, days may be numbered
Likely to become a standardized SV1000 next year
Half-faired version finally comes here; a bit sedate
Big cruiser is actually a pretty good piece
U.S.-designed cruiser still with us, punchy engine
Marauder-based cruiser should be competent
Smaller, old-style Intruder continues to sell well
Bargain bruiser; a Magna without as much grunt
A decent little cruising single, if a bit basic
A bit wheezy next to the 250 twins but nicely built
Renewed for 2001 and better than ever; a great buy
Popular, reasonably cheap, old GSX-R750 power
Popular, even cheaper, early GSX-R600 power
Hard to distinguish from the 1200S
How long before *every* MC editor owns one?
Mild updates for 2001, but nothing major
Suzuki's street-ized big-bore dual-sport
An impressive d/p bike—a do-it-all machine

Answers

TORN BETWEEN TWO LUBBAHS

I just got a new CBR929RR (which I love) and am extremely anxious to start doing track days this summer for the first time. My friends tell me I need some o' those DOT race tires, such as Dunlop D208s, which, as you know, are expensive. I feel like the Michelin Pilot Sports my bike came with have more grip than I need already, and are only 800 miles old. I really don't want to shell out that much for tires on top of all the other expenses, but I sure as hell don't want to trash my bike either. What do you think?

Jason Wheeler
Roanoke, VA

We're with you on this one. Current-generation sporty street tires—your D207ZR Dunlops, Michelin Pilot Sports, Avon Azaro Sports, Pirelli Dragons, Metzeler ME-Z3s, Bridgestone BT010s (sorry for whoever we left out)—are so good that you'll need to be banging on the door of truly respectable lap times before they begin to come unglued. And if you're a track beginner that's not going to be the case for quite some time, unless you're the next Scott Russell. Those pricey race tires also won't go through nearly as many heat cycles as street tires before being all shagged out, and at least one racer we know claims that being stingy with the tires taught him to be a better rider because learning to deal with the occasional slide is part of the game. When you need better rubber, you'll definitely know it. Pay attention to tire pressure. Your manual might recommend 42 psi or something like that for "high-speed" running, but for track use, pressures are usually set at approximately 30–32 psi depending on brand and ambient temperature. Check with somebody who looks like they know what they're doing at the track, preferably a knowledgeable tire representative.

NONSTARTER

I hope you can help me with a problem I have with my 1986 Yamaha V-Max. I have exhausted every possibility. I don't know the history of this bike but it has 25,000 miles on it. It doesn't like to start if the battery is not fully charged. The poor, wimpy starter for such a big engine is straining to turn the motor over. Once it starts, it runs like a bat outta hell. I have replaced the battery with an Odyssey battery—expensive but tons of cranking ability. That didn't help; actually, I think it made it worse. So I went back to my Yuasa. I replaced the starter with a brand-new Yamaha unit, and the charging system is fine. I replaced the rectifier, too. I believe someone who owned the bike before me boosted the compression; I didn't check it but I can't come to any other conclusion. What I need is a stronger than stock starter. Does anyone rebuild these things stronger than stock or sell high-torque starters? Help. It's hard to push-start a 600-pound bike on a flat surface!

Dave Yohe
Via e-mail

Chris Thompson of Electric Motor Service (800/697-6070; www.electricmotorsvc.com) in beautiful Stolling, West Virginia, says, "I do not know of a high-torque starter for the V-Max. If you built a high-compression engine, you might need to beef up the starter battery cable and ground cable. It could be that the cable may not be able to carry the extra amperage. The stock starter should be able to crank the high-compression engine; more than likely you have another problem. I would try the upgrade on the cables. Don't use welding cable. Use starter/battery cable. Welding cable is very fine, and will not carry amperage."

Other V-Max sources lead us to believe that you're experiencing a bad connection or ground somewhere, particularly because your beast is 15 years old. If there's juice in the battery, the starter should get the job done. Yank all those wires loose and give their terminals a good cleaning and let us know.

AM I HOT OR NOT?

I bought a 2001 GSX-R750 and installed a Mig high-mount slip-on exhaust. I then noticed my temperature gauge climbs very high at idle. I really never noticed whether or not this occurred before I removed the factory exhaust. Is this normal?

Name withheld
Via e-mail

Yes, it's perfectly normal for GSX-R riders to be idiots. Mig—is that Russian-built or what? Kaz Yoshima, fountain of all moto-knowledge, suggests a little scientific method. Stick the stock can back on and see if it still gets that hot. If it doesn't, call the people at Mig and ask what they recommend re: reprogramming your bike's injection. Leanness, as we know, generates heat.

Send your questions to *Motorcyclist*, Attn: Answers, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515; fax them to (323) 782-2372; or e-mail us at mcmail@emapusa.com. Time doesn't permit personal replies and the editors reserve the right to edit all letters, which must be exclusive to *Motorcyclist*.

the list

model	price	class	engine (note 1)	speeds/ final drive	dry weight (lb.)	seat height (in.)	wheel-base (in.)	rake (deg)/ trail(mm)	fuel cap. (gal.)
DR200SE	$3899	dual-sport	a-c 4v 199 single	5/chain	249	31.9	55.3	29.0/112	3.4
TRIUMPH	385 WALT SANDERS MEMORIAL DRIVE NEWMAN, GA 30265; 678/854-2010 WWW.TRIUMPH.CO.UK								
Trophy 1200	$11,999	sport-touring	l-c 16v 1180 inline-four	6/chain	518	31.1	58.7	27.0/105	6.6
Trophy 900	$10,999	sport-touring	l-c 12v 885 inline-three	6/chain	455	31.1	58.7	27.0/105	6.6
Sprint ST	$10,799	sport-touring	l-c 12v 955 inline-three	6/chain	456	31.5	57.9	25.0/92	5.6
Daytona	$10,999	sport	l-c 12v 955 inline-three	6/chain	436	31.5	56.3	24.0/86	4.8
Speed Triple	$10,499	sport	l-c 12v 955 inline-three	6/chain	432	31.5	56.7	24.0/86	4.8
Sprint RS	$9499	sport	l-c 12v 955 inline-three	6/chain	438	31.7	57.9	24.5/89	5.6
TT600	$8299	sport	l-c 16v 599 inline-four	6/chain	374	31.9	54.9	24.0/89	4.8
Tiger	$10,799	dual-sport	l-c 12v 955 inline-three	6/chain	474	33.1	61.0	28.0/92	6.4
Adventurer	$8999	cruiser	l-c 12v 885 inline-three	5/chain	464	28.5	63.8	30.0/130	4.0
Thunderbird	$8999	cruiser	l-c 12v 885 inline-three	6/chain	485	30.5	62.2	27.0/106	4.0
Legend TT	$7799	cruiser	l-c 12v 885 inline-three	5/chain	473	28.5	62.2	27.0/106	4.0
Bonneville	$6999	standard	l-c 4v 790 vertical-twin	5/chain	451	31.5	57.0	29.0/117	4.3
VICTORY	2100 HIGHWAY 55 MEDINA, MN 55340; 612/542-0500 WWW.POLARISINDUSTRIES.COM								
V92C Deluxe	$14,599	cruiser	a/o-c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
V92SC	$13,399	cruiser	a/o-c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
V92C	$13,399	cruiser	a/o-c 8v 1507 V-twin	5/belt	657	28.5	63.6	30.0/120	5.0
YAMAHA	6555 KATELLA AVENUE CYPRESS, CA 90630; 714/761-7300 WWW.YAMAHA-MOTOR.COM								
Royal Star Venture	$16,399	touring	l-c 16v 1294 V-four	5/shaft	807	29.5	67.1	30.0/126	6.0
RS Tour Deluxe	$15,499	touring	l-c 16v 1294 V-four	5/shaft	728	28.5	66.7	30.0/126	4.8
Royal Star Boulevard	$14,299	cruiser	l-c 16v 1294 V-four	5/shaft	672	28.1	66.7	30.0/126	4.8
Road Star Silverado	$12,399	cruiser	a-c 8v 1602 V-twin	5/belt	710	27.9	66.3	32.0/142	5.3
Road Star Midnight Star	$11,799	cruiser	a-c 8v 1602 V-twin	5/belt	677	27.9	66.3	32.0/142	5.3
Road Star	$10,999	cruiser	a-c 8v 1602 V-twin	5/belt	677	27.9	66.3	32.0/142	5.3
V-Max	$10,899	cruiser	l-c 16v 1198 V-four	5/shaft	581	30.1	62.6	29.0/119	4.0
V-Star 1100 Classic	$8199	cruiser	a-c 4v 1063 V-twin	5/shaft	599	27.9	64.8	33.0/136	4.5
V-Star 1100 Custom	$7899	cruiser	a-c 4v 1063 V-twin	5/shaft	571	27.0	64.5	33.0/136	4.5
V-Star Classic	$5899	cruiser	a-c 4v 649 V-twin	5/shaft	495	28.0	64.0	35.0/NA	4.2
V-Star Custom	$5599	cruiser	a-c 4v 649 V-twin	5/shaft	460	25.6	64.0	35.0/NA	4.2
Virago 250	$3399	cruiser	a-c 4v 249 V-twin	5/chain	302	27.0	58.6	32.0/120	2.5
YZF-R1	$10,299	sport	l-c 20v 998 inline-four	6/chain	385	32.0	54.9	24.0/92	4.7
YZF-R6	$7999	sport	l-c 16v 599 inline-four	6/chain	365	32.8	54.4	24.0/81	4.5
YZF600R	$6999	sport	l-c 16v 599 inline-four	6/chain	416	31.7	55.7	25.0/97	5.0
FZ1	$8499	standard	l-c 20v 998 inline-four	6/chain	458	32.3	57.1	NA/NA	5.6
XT225	$3999	dual-sport	a-c 4v 223 single	6/chain	238	31.9	53.1	26.5/102	2.3
TW200	$3599	dual-sport	a-c 2v 198 single	5/chain	262	31.1	52.2	26.5/94	1.9

STREET CERAMIC HF LF

STREET EXCEL HS LS

RACING SINTERED RS

- HH-rated front, GG-rated rear Street Excel sintered metal pads
- Advanced sintering process for no fade and quick cool-down
- Long brake pad life
- Reliable stopping power in all conditions
- Colorful packaging makes choosing the right brake pads fast and easy

HH-RATED FRONT

GG-RATED REAR

WET/DRY PERFORMANCE

THE POWER TO STOP YOU™

sbs®

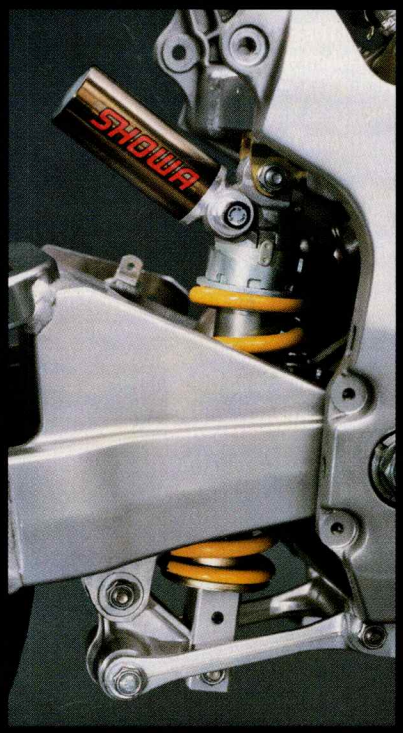
SCANDINAVIAN BRAKE SYSTEMS

verdict
Basic and fun wheels for entry-level folks
Touring model with a replacement expected soon
Trophy chassis package, three-cylinder propulsion
Finally a BRG version; keeps the VFR800 honest
Due for a redesign soon, but still haughty
You'll know you love it from a half-mile away
Sportier than the ST, just as beautifully torquey
New cams and tune for '01 may save this bike
Now with stonking Sprint ST power—yee haw!
A custom T-bird with V-twin-squashing power
Retro-cruiser looks, naked-bike performance
Entry-level Britbike, torquey and talented triple
Hugely anticipated and amazingly inexpensive
Revision for '01 to bring function up to par
Plenty of sporty function, tranny *still* needs help
Fewer rough edges, but not up to Japanese standards
Retro looks, long-haul function, needs new 'shield
A decent touring cruiser in need of some punch
Standard Star also wants a horsepower injection
Touring version of the highly competent Road Star
Blacked-out version should broaden model's appeal
Functional and handsome, what else do you need?
A legend retires; this is (supposedly) its last year
Middle-range big cruiser plows ahead
Less retro, same great low price
"Heritage" styling but mostly modern underneath
More custom than nostalgic; same chassis/engine
A cheap V-twin that'll get you in the game
Unchanged for '01; champs edition has new paint
Faces tough competition from new GSX-R and F4i
Understandably overlooked, but a real gem
Oooh, oooh…we *want* one
Lightweight and fun entry-level dual-sport
A fat-tired fun-bike for the family

Reduce Tension

STREET SAVVY

YOU SHOULD BE A HAPPY CAMPER IF YOUR sportbike has a stepped preload adjuster on its rear shock—i.e., the kind that has six or seven easy-to-set positions instead of the old threaded style. The threaded style is fine if all you're doing is attacking mountain roads, but adjustment is more of a chore and so people tend to set it once and leave it be. With stepped adjusters, on the other hand, experience has shown that taking a minute or two *après-roost* to crank preload down to a minimum for the freeway drone home is a fine investment of time. (A shot of lube on the shock collar now and then keeps it easy to turn.) With a lighter rider, our R6 likes to carve corners with its shock in the number-three or -four preload position, but is in a far happier place on the highway with its rear end lowered all the way. Changing preload doesn't, of course, change the shock's spring rate, but it does rotate rider weight rearward and relieve weight on the wrists, which makes for a nicer, more absorbent ride on the superslab. A couple clicks less compression damping is usually good, too.



SUPERBIKE SUSPENSION FOR THE STREET.

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Relax, Dude

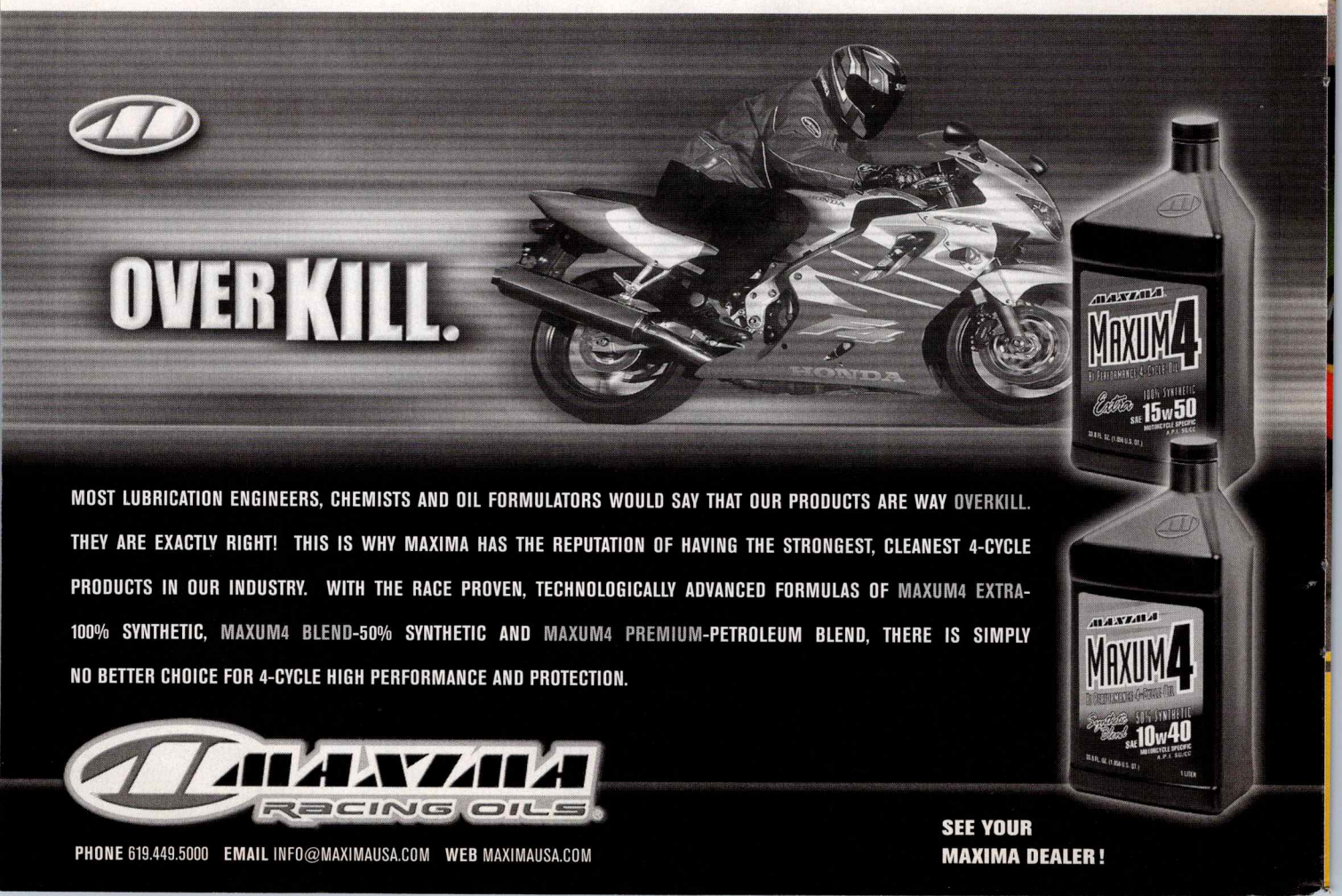
TECHNIQUE

ONE OF THE FIRST THINGS YOU'LL learn when you start riding fast around a racetrack is that your motorcycle, which feels fine on the street, feels, well, sort of nervous. The front tire feels squirmy, the rear feels like it wants to slide out from under you, the whole thing's wobbly and skittish over bumps, and what's the dang deal? Do I need more rebound? Do I need lower tire pressure, new leathers, a high colonic, what? Often it's none of the above. You just need to relax. When your bike or surroundings scare you for whatever reason, you naturally tighten your grip on the handlebars, and as soon as you do that you create a vicious circle of wobbly fear and tension.

Realize that your arms are a steering damper. If you lock them up, it makes it harder for the front tire and suspension to do their job—which is to roll with the punches and bumps, and follow and grip whatever pavement you're rolling over—and if the front end is twitching, it makes the rear end do likewise. Relax, go loose on the bars, drape yourself over the tank like a sunning iguana if you can.

Testing, testing...sure is fun. KEVIN WING

At his STAR school, Jason Pridmore relates that when he's having trouble coming to grips with a particular track, he'll go out and ride around and just concentrate on breathing, which forces him to relax. Know why your favorite riders look so relaxed and smooth on their bikes? Because they *are* relaxed, and with relaxation comes smoothness, a feel for your bike, and speed. It's the same deal on the street. Road hazards are easier to avoid safely if you can teach yourself not to tense up as soon as you spot them. Think of Chevy Chase in *Caddyshack*. "Be the road, Billy, flow over it...relax." And remember to keep your head level and looking as far ahead as you can. On the street, it goes without saying, leave yourself a safety cushion. You really don't know what's around that next corner, do you?



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hard numbers

motorcycle	measured hp (@ rpm)	measured torque (foot-pounds @ rpm)	corrected best 1/4 mi.* (sec. @ mph)	top-gear roll-ons 60–80 mph (sec.)	wet weight (lb.)	fuel consumption (avg. mpg)	last** tested
Aprilia RST1000 Futura ('01)	99.5 @ 9250	64.6 @ 7250	11.09 @ 123.0	4.52	535	40	7/01
Aprilia RSV Mille ('00)	113.6 @ 9500	71.6 @ 7000	10.58 @ 131.5	3.80	490	39	4/00
Aprilia SL1000 ('00)	110.4 @ 9500	69.3 @ 7100	10.99 @ 125.0	4.56	485	39	8/00
BMW F650GS ('00)	43.5 @ 6250	40.3 @ 4500	13.76 @ 91.6	6.03	442	45	7/00
BMW K1200LT ('00)	83.0 @ 6750	75.7@ 5000	13.83 @ 98.7	9.42	866	41	2/01
BMW R1100S ('00)	92.2 @ 7250	70.9 @ 5750	12.67 @ 111.0	5.44	545	31	6/00
BMW R1150GS ('00)	79.7 @ 6500	72.2 @ 5500	12.84 @ 103.1	6.59	586	42	12/99
Buell S3 Thunderbolt ('99)	90.1 @ 6500	78.1 @ 6000	11.90 @ 113.2		514	47	10/98
Ducati 750 Sport ('01)	60.8 @ 8000	43.9 @ 6000	12.75 @ 103.3	5.57	431	43	6/01
Ducati 996 ('99)	109.8 @ 8750	69.6 @ 6750	10.61 @ 130.2	5.35	478	40	3/99
Ducati Monster S4 ('01)	98.9 @ 8750	63.5 @ 7000	11.20 @ 121.0	4.11	459	43	5/01
Ducati ST4 ('99)	105.5 @ 9250	63.3 @ 7250	11.03 @ 123.8	4.88	525	44	2/99
Ducati Supersport 900 ('99)	77.4 @ 8000	57.3 @ 5750	11.65 @ 114.9	5.26	444	44	11/98
Ducati Supersport 900 i.e.('00)	77.5 @ 7750	59.3 @ 5750	11.99 @ 109.5	5.61	444	43	6/00
H-D FLHCRI Road King Classic ('99)	62.4 @ 5250	77.2 @ 3000	13.99 @ 94.5	5.32	744	43	12/98
H-D FLTR/FLTRI Road Glide ('98)			14.39 @ 90.7	9.02	762	46	6/98
H-D FXDX Dyna Super Glide Sport ('99)	62.5 @ 5500	76.3 @ 3250	13.54 @ 96.5	5.82	651	39	11/98
H-D S.E. Road Glide ('00)	70.8 @ 5250	86.4 @ 2750	13.93 @ 93.1	6.71	828	33	5/00
Honda CBR600F4 ('00)	94.8 @ 12,500	44.8 @ 10,000	11.61 @ 115.9	6.76	436	41	8/00
Honda CBR929RR ('01)	128.4 @ 10,750	68.4 @ 8750	10.28 @ 135.9	2.98	442	38	4/01
Honda CBR1100XX ('97)	136.7 @ 9500	80.9 @ 7500	10.20 @ 134.5		556	39	2/97
Honda Gold Wing ('01)	104.1 @ 5500	109.9 @ 4250	12.78 @ 103.3	5.90	898	36	2/01
Honda GL1500C Valkyrie ('97)	95.9 @ 5500	96.1 @ 4000	12.13 @ 107.0		739	32	1/97
Honda RC51 ('00)	118.5 @ 9000	72.1 @ 7500	10.97 @ 128.2	4.94	489	38	8/00
Honda Shadow Spirit 750 ('01)	41.4 @ 5750	43.2 @ 3500	14.89 @ 86.7	9.15	523	49	4/01
Honda ST1100 ABSII-TCS ('96)	87.0 @ 7250	72.2 @ 5250	12.40 @ 106.0		726	42	8/96
Honda Valkyrie Interstate ('99)	97.1 @ 5750	97.3 @ 4500	12.76 @ 100.8	6.38	859	31	8/99
Honda VFR800F Interceptor ('98)	97.0 @ 10,500	54.9 @ 8500	11.14 @ 122.2	5.23	515	38	8/99
Honda VTR1000F Super Hawk ('00)	100.7 @ 8250	67.0 @ 6250	11.47 @ 119.4	5.00	480	31	6/00
Honda VTX ('02)	88.9 @ 5250	100.3 @ 3000	12.20 @ 105.5	4.30	758	47	6/01
Kawasaki Vulcan 1500 Classic FI ('00)	54.6 @ 5000	73.6 @ 2500	14.07 @ 92.6	9.43	727	41	9/00
Kawasaki Vulcan 1500 Nomad ('99)	51.0 @ 4500	72.3 @ 2500	15.33 @ 85.8	8.27	775	34	12/98
Kawasaki W650 ('01)	44.2 @ 6750	37.7 @ 4250	13.75 @ 94.5	7.40	472	44	7/01
Kawasaki ZRX1200R ('01)	112.8 @ 8500	79.6 @ 6750	10.70 @ 125.8	3.20	544	39	7/01
Kawasaki ZX-6R Ninja ('00)	96.2 @ 12,500	44.7 @ 10,250	11.38 @ 120.5	5.26	434	43	8/00
Kawasaki ZX-7R Ninja ('96)	114.5 @ 11,250	57.1 @ 9000	10.82 @ 129.7		519	39	4/96
Kawasaki ZX-9R Ninja ('01)	128.1@ 11,250	69.9 @ 9000	10.34 @ 135.9	3.18	467	38	4/01
Kawasaki ZX-12R Ninja('00)	162.7 @ 10,000	93.7 @ 7500	9.96 @ 142.3	3.23	547	37	6/00
Moto Guzzi Sport 1100i ('97)	73.3 @ 7000	61.5 @ 5750	12.79 @ 105.5	5.20	538	39	8/97
Moto Guzzi V11 Jackal ('00)	63.2 @ 6500	59.9 @ 5250	13.74 @ 98.0	7.60	564	42	2/00
Moto Guzzi V11 Sport ('00)	80.6 @ 7750	65.0 @ 5750	12.18 @ 110.9	5.14	546	40	10/00
MV Agusta F4 Strada ('00)	114.6 @ 12,750	52.6 @ 10,250	11.09 @ 128.0	4.86	480	33	9/00
Suzuki Bandit 600S ('00)	72.9 @ 10,750	38.6 @ 9000	12.59 @ 106.8	6.76	510	40	5/00
Suzuki Bandit 1200 ('01)	101.8 @ 8500	70.0 @ 4250	10.98 @ 121.9	3.38	530	37	7/01
Suzuki Bandit 1200S ('01)	101.6 @ 8250	71.8 @ 7250	11.15 @ 121.8	4.02	543	40	10/00
Suzuki GSX1300R Hayabusa ('99)	156.1 @ 9500	99.0 @ 6750	10.34 @ 140.8	2.70	550	36	6/99
Suzuki GSX-R600 ('01)	100.5 @ 13,000	45.6 @ 10,750	10.80 @ 125.4	5.33	423	39	2/01
Suzuki GSX-R750 ('00)	123.0 @ 12,500	57.7 @ 10,000	10.26 @ 135.6	4.11	426	36	7/00
Suzuki GSX-R1000 ('01)	143.6 @ 10,500	76.7 @ 8250	10.10 @ 141.7	2.73	437	39	4/01
Suzuki SV650S ('01)	65.8 @ 9250	42.6 @ 7500	12.60 @ 109.4	5.13	428	42	1/01
Suzuki TL1000S ('00)	106.1 @ 8250	69.1 @ 6500	11.15 @ 121.1	4.61	487	42	6/00
Suzuki TL1000R ('98)	121.1 @ 9000	74.9 @ 7250	10.76 @ 129.1	4.30	505	40	*10/98*
Triumph Bonneville ('01)	56.8 @ 7250	42.1 @ 7000	13.57 @ 96.4	6.89	499	42	7/01
Triumph Legend TT ('00)	67.4 @ 7750	51.9 @ 4000	13.32 @ 96.7	5.87	522	33	8/00
Triumph Sprint RS ('00)	93.6 @ 9250	61.5 @ 5250	11.76 @ 110.4	4.77	512	34	6/00
Triumph Sprint ST ('99)	102.8 @ 9250	65.2 @ 5250	11.53 @ 116.3	3.83	530	45	8/99
Triumph T509 Speed Triple ('97)	83.4 @ 9000	53.5 @ 7500	11.71 @ 114.1	4.59	477	37	*8/97*
Triumph Tiger ('99)	72.0 @ 8250	48.1 @ 5750	13.15 @ 101.1	6.51	550	42	12/99
Triumph TT600 ('01)	91.1 @ 12,750	39.2 @ 11,250	11.23 @ 121.3	4.59	456	38	5/01
Yamaha FZ1 ('01)	117.4 @ 9500	70.9 @ 7250	10.57 @ 128.8	3.26	514	38	7/01
Yamaha Road Star ('99)	56.8 @ 4000	88.5 @ 2250	14.44 @ 88.9		740	43	7/99
Yamaha Royal Star Tour Deluxe ('97)			14.57 @ 90.0		793	37	7/97
Yamaha Royal Star Venture ('99)	81.7 @ 6000	79.7 @ 4500	13.66 @ 93.6	8.74	890	32	8/99
Yamaha V-Max ('97)	118.2 @ 8500	84.6 @ 6000	10.87 @ 124.0		616	33	1/97
Yamaha YZF600R ('97)	88.5 @ 11,000	45.9 @ 9750	11.31 @ 118.9	4.96	485	44	5/97
Yamaha YZF-R1 ('01)	129.8 @ 10,500	70.7 @ 8750	10.42 @ 134.7	2.82	446	39	4/01
Yamaha YZF-R6 ('00)	96.4 @ 12,500	42.4 @ 10,750	11.23 @ 123.2	5.29	425	38	8/00
Victory V92C ('98)	56.0 @ 4850	74.9 @ 3300	14.28 @ 90.0		692	38	7/99

* Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury).
**Months listed in italics are issues the motorcycle was tested in *Sport Rider*.
Test numbers used here generated by the *Motorcyclist* staff using a Dynojet 150 rear-wheel dynamometer, Intercomp SWII digital scale and Los Angeles County Raceway's quarter-mile strip utilizing a Chrondek timing system.

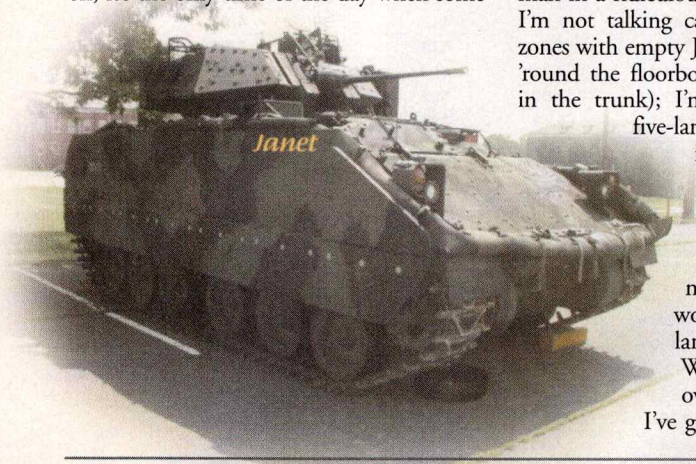
bitter little man

by John Burns
Senior Editor

Angels Want to Wear My Red Shoes

IRONIC, ISN'T IT, THAT JUST WHEN I'D ACHIEVED A HIGH-enough level of misanthropy and cynicism to have been assigned a column entitled "Bitter Little Man," I am, through the miracle of modern medicine, no longer bitter. Paxil has become my drug of choice. I never knew I was depressed; I just thought I was pissed off, and now I'm mysteriously not. Things like economic injustice, political hypocrisy, the military-industrial complex, the war on drugs—all the stuff that used to have me doing a sort of constant low-paranoid simmer—now just makes me giggle. Tee hee! I used to be disgusted but now I'm just amused. (Heck, I can even torch up the occasional splif again without imagining every noise I hear is the Rampart SWAT team preparing to break through my front door in a Bradley fighting vehicle with Janet Reno at the wheel. Now I realize the chance of that happening is less than 1-in-20.)

There are a couple of things that can still get my goat. People *axe* me all the time, John, how can you stand to ride to Los Angeles all the time? (I live 50 miles away.) Because, dear, I always do it on a brand-new moto drawn from *Motorcyclist*'s unimaginable harem of scooters, and, in fact, my commute is often the best thing I do all day (aside from lunch with the lovely and talented Art Director LM). It's true. Traffic can be bad, but never that bad on a bike, which gets to use the carpool lane and split lanes, and lots of other times the road is wide open as I get out of L.A. I love to ride, even on the freeway, because with earplugs in and helmet on, it's the only time of the day when some nabob or electronic device isn't nattering on about some topic or other I keep forgetting.



So, how in hell did it ever get to be OK—among a society of people who threw out the bloody King of England and who believe in the sovereign right to an assault weapon in every closet—how did it become acceptable that being rousted by the Man upon the public highway and ticketed for doing 70 mph, when the roadway is free and clear, is OK? How did it come to pass that people in $100,000 Mercedes-Benzes engineered to do 155 mph, who feel way overtaxed and want government off their backs, will meekly roll over for a speeding ticket issued by a man in a ridiculous hat and bad mustache? I'm not talking careening through school zones with empty Jim Beam bottles tinkling 'round the floorboards (be smart, put 'em in the trunk); I'm talking limited-access, five-lane freeways when traffic's flowing freely, in modern automobiles packed with air bags and ABS.

Actually, that just amuses me. What pisses me off is that those people won't get out of the left lane to allow me to throw Whitey's jackboot off my own neck. Listen, when I've got a good head of steam up in the Hayabusa Express, the least you can do is clear the track. If you want to do 65 mph in your sport-ute, Jennifer or Heather or Garth, all I ask is that you not do it in the left lane. I keep seeing all this crap about road rage, how maniacs are swerving in and out of traffic, making dangerous moves.... *Well guess why we have to do that, Jennifer?! Because you won't get the hell out of the way you perky wench!* Really, it's not Jennifer's fault, because the driver's manual barely mentions anything about the California vehicle code which states that slower traffic must move to the right *irrespective* of the speed limit. I looked it up.

Sometimes I'll sit on their bumper awhile, when the next-to-the-fast-lane and the way ahead is wide open, just to see how long they'll not move over. I know Garth can see me 'cause I'm close enough to read his Rolex in his side mirror and see his beady, shifty eyes looking at me. What's he thinking? Is it, "I'm afraid or unwilling to use more than 40 percent of my 740i's performance so I'm not going to let you do so either"? Is that at all similar to, "I'm not getting any play at work and I don't think the President should either"?

Ironic, isn't it, how often those who would make things safe and decent are the very people who cause danger and indecency through their tireless efforts to repress other peoples' natural inclination to not die of boredom in an "adult-care facility"? We Americans don't drive slow because we're bad drivers. We're bad drivers because we drive slow. The government makes us do it, but we must deserve it because we are the government. Aren't we? Driving fast is exhilarating and attention-focusing, and good exercise. Driving slow is boring and the mind wanders. As for me, give me liberty or give me another one a' them Paxils....

Any old business? Just this: Regarding last month's tossing of the GSX-R theme, I unfortunately left out young Blake Conner, of *Cycle News*, who high-sided a GSX-R1000 pulling away from a stop sign. Blake remembered it was *his* bike, but *forgot* he'd just put a new rear tire on it! My apologies to Blake. MC

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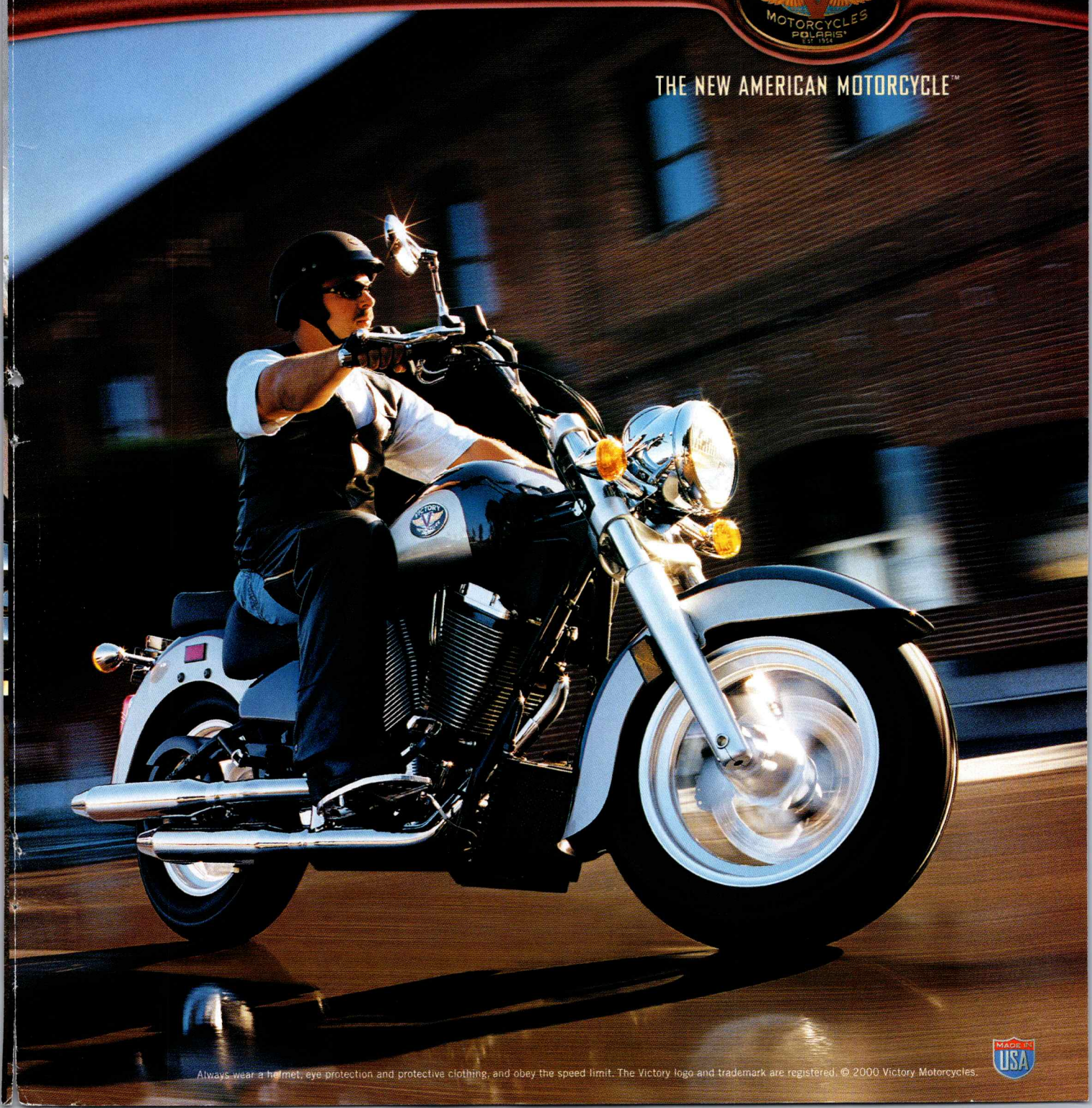

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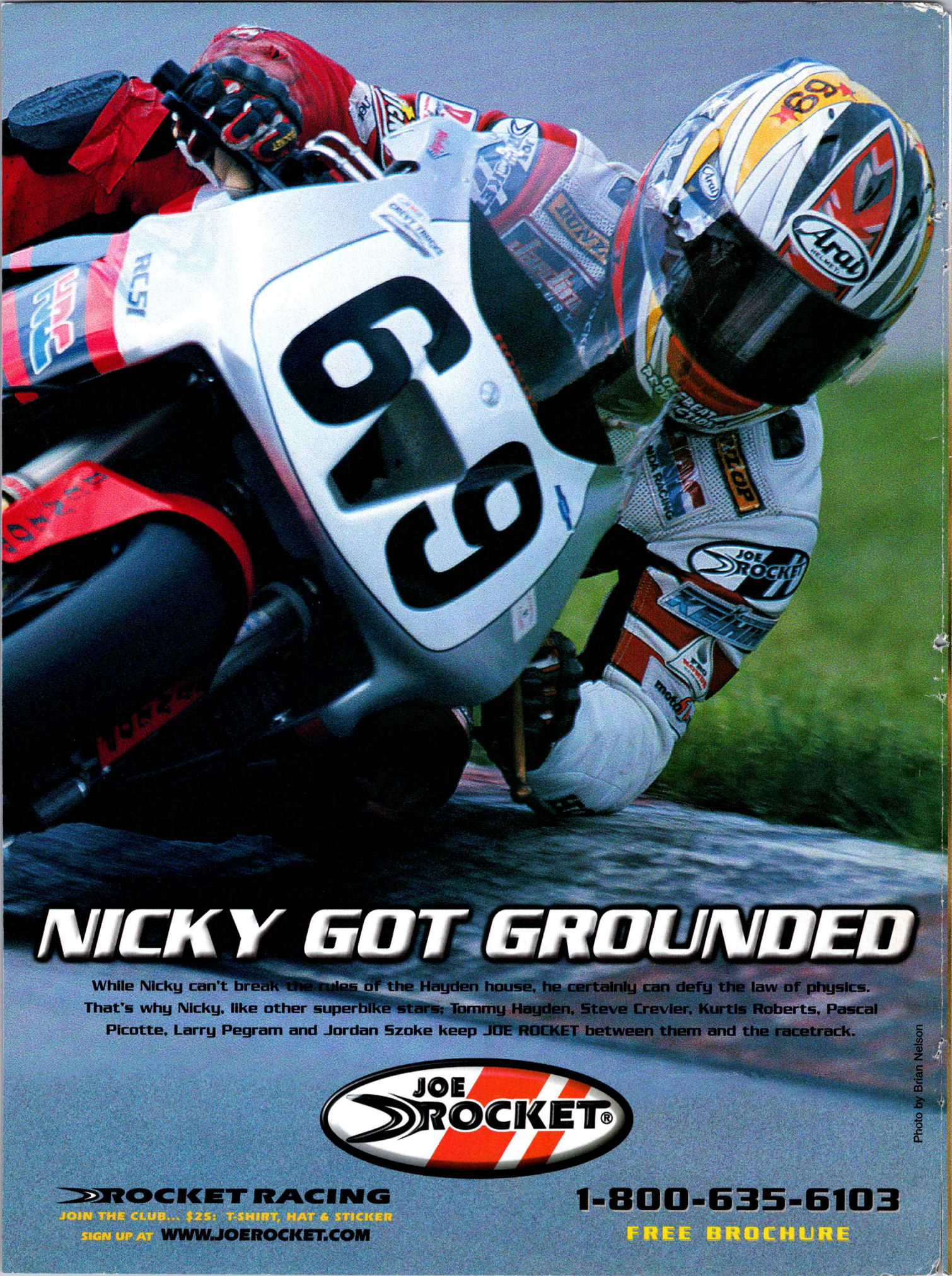
NICKY GOT GROUNDED
While Nicky can't break the rules of the Hayden house, he certainly can defy the law of physics. That's why Nicky, like other superbike stars; Tommy Hayden, Steve Crevier, Kurtis Roberts, Pascal Picotte, Larry Pegram and Jordan Szoke keep JOE ROCKET between them and the racetrack.
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